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ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, September 6, 1873.

Railroad from Baltimore to Harrisonburg.

The Baltimore *Sun* says that on Friday last Thomas H. Sharpe, master of transportation, Lewis M. Cole, general passenger ticket agent, John L. Wilson, road master, Frank Mantz, general supervisor of trains, A. G. Davis, telegraph superintendent, Mr. Buchanan, of the auditor's office, and George W. Cromwell, assistant road master, passed up the Virginia valley, over the line of road to Winchester, Strasburg and Harrisonburg, the Baltimore and Ohio Company having just leased that portion of the road from Strasburg to Harrisonburg. The purpose was to inquire into the condition of the road and its appliances. The joint road and its rolling stock were found in good condition, and the first train under the new lease, from Baltimore to Harrisonburg, left Camden Station on the 1st inst. Under this arrangement the line can be much more satisfactorily worked through than heretofore, and when the 25 miles of the Valley Railroad, now in course of construction from Harrisonburg to Staunton, is completed, as it is expected to be in December, the Baltimore and Ohio Company, working that line also, will have the proper control of the trains through from Staunton to Baltimore, to in-

sure efficiency and close connections with the Chesapeake and Ohio Railroad at Staunton, and thence to Huntington, on the Ohio River.

NOTICE TO INVESTORS.

The attention of the investing public is called to the limited remainder of the NORTHERN PACIFIC RAILROAD SEVEN-THIRTY LOAN. The unsold balance will be soon absorbed by current sales, after which the Company has resolved to issue only six per cent. bonds.

There are now more than 500 miles of the road in regular operation, with a growing traffic; surveys and construction are progressing satisfactorily; the survey prosecuted the present season, in connection with the Stanley military expedition, has resulted in the location of an excellent line through Western Dakota and Eastern Montana, and the company has advertised for proposals for grading and bridging the Yellowstone Division, extending 205 miles from Bismarck, at the crossing of the Missouri River to the crossing of the Yellowstone, in Montana. The Company's lands (amounting to more than 20,000 acres per mile of road) are selling to settlers at an average price of nearly \$6 per acre, and the proceeds of land sales constitute a Sinking Fund for the repurchase and cancellation of first mortgage bonds.

The Company's seven and three-tenths per cent. gold bonds, the last of which are now offered, yield nearly 8½ per cent. per annum at the present price of gold.

All marketable securities are received in exchange at current rates, and full information furnished on inquiry.

JAY COOKE & CO.,

No. 30 Wall-st., New York.

At a recent meeting of the Portland, Rutland, Oswego and Chicago Railway Co. the shareholders voted to accept the act extending the time for locating and completing their road, and elected the following officers: President—Allen Haines, Portland. Directors—N. C. Rice, W. H. Fessenden, J. W. Lane, Portland; D. W. O'Brien, Cornish; Henry V. Poor, Brookline, Mass.; Oscar F. Fowler, Bristol, N. H.; Fred. Billings, Woodstock, Vt.; John Cain, Rutland, Vt.; Gilbert Mallison, Oswego, N. Y.; W. McEckron, Jones Falls, N. Y. Treasurer—John Neal, Portland. Clerk—Moses Gould, Portland.

Where our Future Supply of Iron is to Come From

Pennsylvania still has the lead in the amount of iron manufactured and coal mined, being pre-eminent the mineral State, although New York, Ohio, New Jersey, Michigan, Missouri and Virginia have of late years shown remarkable growth in these industries. The opening of the Chesapeake and Ohio Railroad has done much to bring the coal and iron regions of the latter State into active development. There were more than a dozen furnaces in operation along the line of this road when it was opened through the Kanawha coal fields last year. Since then grounds for eight new furnaces have been purchased, three of which are now in course of erection. Some of them will be placed on the coal-lands, others on the ore lands, the average distance between the richest ore deposits of Virginia and the famous Kanawha coal-beds being 150 miles. The "Low Moor" Iron Company will also ship ores to the New Jersey and New York furnaces from their "bluff ore beds," near Clifton Forge, as well as to the furnaces in Southern Ohio and Eastern Kentucky.

No less than 146,000 acres of coal lands along the line of the Chesapeake and Ohio Railroad have changed hands within the present season, most of which will be worked as soon as practicable. Five of the mines are now being supplied with shoots side-tracks, inclines, &c., preparatory to shipping. Five saw mills and two stove factories are also among the industries recently opened. A car-wheel foundry is already going up at Huntington, and a rolling mill and locomotive works are talked of. The advantage of the West Virginia coal operators in having a market both East and West for their coal, of which there are four varieties—the dry-burning bituminous, gas, splint, and cannel—must be signal. The splint is used as a substitute for charcoal in iron-making, while the bituminous is a perfect substitute for the English coal which is now so high in price as to admit the American article to many markets hitherto supplied wholly by Great Britain.

Lucius Robinson, former Comptroller of the State of New York, has been elected first vice-president of the Erie Railway Company.

Proposed Oil Pipe to the Seaboard.

There is now an effort being made, and with alleged success, to form a company to pipe oil from the petroleum regions to the commercial marts on the seaboard. The proposition is one which will, of course, strike the general reader with amazement, and command the serious attention of scientists and mechanics; but it must be remembered that this is the age of wonders, and while two Pennsylvania aeronauts are just perfecting their arrangements to cross the Atlantic by means of a balloon, and a combination of other Pennsylvanians will meet this week in Pittsburg to farther consider the project of improving the navigation of the Ohio river by feeding it with water from Lakes Erie and Chautauquan, we must not be surprised with the offer to pipe oil from its sources of supply to its market of consumption.

But the proposition to pipe oil from the petroleum regions is certainly most wonderful. How will it be forced over great elevations? How forced through immense depressions? How secured in pipes subject to incalculable pressure? These are only a tithe of the questions which now suggest themselves, but which science readily answers and simplifies. The project is within the range of engineering ability. It is of no more magnitude than crossing the Alleghenies with a locomotive, no grander in conception than J. Edgar Thomson's horse shoe bend, an achievement in engineering which has won the admiration of every man who has beheld its sublime proportions and mathematical beauty. We expect to see the day, if the Lord permits us to live another decade, when illuminating gas will be supplied to different parts of the States by means of pipes running from the oil regions. The supply of this gas is as certain and abundant as that of coal. The nature of its manufacture is as perpetual as that of water, and therefore no greater risk will be run in laying pipe for its conveyance to distant points than is now incurred in piping large cities to convey water, in bringing water from long distances, or in laying interminable tracks of iron to facilitate the transportation of material and agricultural products, bipeds and quadrupeds.

The men at the head of this piping scheme are shrewd and practical. Some of them are identified with the greatest of our material projects, and understand precisely what they are about. They are resolved to put this thing through, so that in a few years we may expect to see plugs on the Delaware front from which ships will be loaded with the oily freight running through pipes direct from the tanks on Oil creek.—*Phila. Press.*

A Fireless Locomotive.

We clip the following from an account of a trial trip of a new locomotive for street railroads, published in the *Chicago Tribune* of August 24:

"In front of the cars was the motive power, contained in a small, compact, and neat locomotive, manipulated by an engineer. This was the 'fireless locomotive.' It consisted of a boiler, eight feet long by three feet in diameter, and the usual machinery on a small scale. There was no fuel, no fire, no fireman. The steam was supplied for the round trip of six miles before starting. At the depot, was a supply boiler sixteen feet by three feet, in which steam was generated until 200 pounds pressure was indicated by the steam-gauge. The locomotive boiler was three-fourths full of cold water. Instead of boiling this by means of a fire, and raising the pressure to a required height, the heat was introduced from the supply boiler through an iron tube. The iron tube was connected with a tube in the locomotive boiler, the latter running under the water along the bottom of the boiler and letting out the superheated steam as it was freed from the supply boiler into the locomotive boiler. This steam, rising through the cold water, permeated it, and quickly raised its temperature to 170 degrees. With this supply of steam the locomotive started, drawing a heavy four-horse car over the three miles, to Thirty-fifth street, in ten minutes. The amount of steam consumed was 90 pounds, the

locomotive starting back with 90 pounds remaining. When the starting point was reached there was 57 pounds of steam in the boiler, the pressure being reduced only 33 pounds in the return trip, which was down grade. It must be borne in mind that there was a large car, heavily laden, making eighteen miles an hour. The experiment proved conclusively that, as a substitute for dummy engines, the 'fireless locomotive' is beyond question, a success. There is no fire or fireman required; very little steam escapes, and the locomotive, not being one-half the size of the clumsy dummy engine, does not frighten horses and endanger the public safety."

The Transatlantic Balloon Enterprise.

The *Graphic* of Saturday announces that, wind and weather and other circumstances permitting, its great air-ship will start on the voyage across the Atlantic on Wednesday afternoon, September 10th, from the Capitoline Grounds, Brooklyn. The balloon will be finished during this week and by Saturday will be placed on exhibition at the Capitoline Grounds, to which all persons will be admitted free up to the hour of departure. The only companions of the two aeronauts, Wise and Donaldson, will be a reporter of the *Graphic* and an experienced mariner, who will take charge of the life-boat in case the worst comes to the worst, and the balloon deposits its freight in the Atlantic or some other ocean. But Wise and Donaldson are said to have no fear of such an event, and are confident that from eighty to one hundred hours' travel will land them on the shores of Europe. It was at first contemplated that there should be nine passengers, but when the lifting power of the balloon was tested it was found to be three thousand pounds less than was calculated; consequently two thousand pounds of ballast were dispensed with, and the passenger list confined to the four named. The balloon is 116 feet high, and 335 feet in circumference. It contains 600,000 cubic feet of gas. In a muslin balloon each thousand feet of gas has a lifting capacity of eleven pounds; this makes the power of the balloon 6,600 pounds, from which it may readily be estimated that there is no margin to spare for extra freightage.

Erie Railway.

At the semi-annual meeting of the directors of the Erie Railway Company held on the 2d inst., the Report of the President was presented showing the earnings of the Main Line for the nine months ending June 30, 1873, to have been \$13,635,742 29, the expenses \$8,825,199 85, and the net profit \$4,810,542 44. The entire earnings of the Erie Railway and branches during the same time were \$14,527,193 25, and the entire expenses (including \$341,693 61 rental) \$10,093,344 23—showing a net profit of \$4,433,849 02. Compared with the corresponding nine months of the preceding year, the gross earnings show an increase of \$1,085,573 51, with an increase in working expenses of \$271,009 66—making the net increase \$814,563 85. The number of tons carried one mile amounted to 735,618,510, and the revenue derived therefrom to \$11,485,127 61—the net increase being \$779,007 92. Total number of tons carried, 4,295,530. The earnings from general freights have increased 11.53 per cent, from passengers 8.63, from mails and express 14.47, and from miscellaneous earnings 27.87, with a decrease from coal earnings of 3.89—making a net increase on the whole revenue of 8.07 per cent. The increased tonnage of paying freight has amounted to 250,419 tons carried

Comparative statement of earnings for nine months ending June 30, 1873 and 1872:

From—	1873.	1872.
Freight.....	\$8,213,764 84	\$7,364,856 22
Coal.....	2,852,171 88	2,967,787 90
Passengers.....	2,484,923 93	2,287,583 80
Mails and express..	638,244 05	557,559 62
Miscellaneous sources	338,088 57	264,382 70

Total.....\$14,527,193 25 \$13,441,619 74

Statement of freight business during the nine months ending June 30, 1873:

	Tons carried one mile.	Revenue.
Way East.....	225,626,411	\$4,082,448 53
Way West.....	116,249,828	2,018,686 04
Through East.....	304,851,307	4,012,123 02
Through West.....	88,890,964	1,341,970 02

Grand totals.....735,618,510 \$11,485,127 61

Statement of the earnings and expenses of the Erie Railway and branches, respectively, for the nine months ending June 30, 1873:

Names.	Earnings.	Total Expenses.*	Profit and loss.
Erie Railway..	\$13,635,742 29	\$8,825,199 85	\$4,810,542 44 p.
Newark & Hudson.....	16,763 04	55,891 13	39,128 09 l.
Paterson and Newark.....	27,788 63	51,423 11	23,634 48 l.
Hackensack & New York.....	18,833 95	35,041 95	16,208 00 l.
Hackensack & New York Extension.....	16,979 41	34,264 37	17,284 96 l.
Montgomery & Erie.....	31,663 56	38,722 41	7,058 85 l.
Goshen & Deckertown.....	19,364 40	32,652 90	13,288 50 l.
Hawley Branch	265,596 45	131,864 36	133,732 09 p.
Honesdale Br..	28,428 93	51,456 64	23,027 71 l.
Jefferson Br....	111,020 06	257,452 70	146,432 64 l.
Rochester and Genesee Valley	108,737 00	112,029 51	3,292 51 l.
Avon, Genesee & Mt. Morris..	27,394 60	46,171 30	18,776 70 l.
Erie & Genesee Valley.....	12,805 58	35,993 35	23,187 77 l.
Buffalo, Bradford and Pittsburg.	7,184 10	56,450 42	49,266 32 l.
Niagara Falls Branch.....	65,669 60	188,627 66	122,958 06 l.
Northern R.R. of New Jersey..	133,221 65	140,072 57	6,850 92 l.

Totals.....\$14,527,193 25 \$10,093,344 23

Net profit.....\$4,433,849 02

* Including rental, \$341,693 61.

Profit and loss account for the nine months ending June 30, 1873:

By balance of account Sept. 30, 1872..	\$2,816,768 12
Less dividend No. 13, on preferred stock, to 31st December, 1872, paid March 15, 1873....	\$298,791 85
Less dividend No. 7, on common stock to 31st December, 1872, paid March 15, 1873....	1,365,000 00
	1,663,791 85
Balance to credit, profit and loss...	\$1,152,976 27
By Guy R. Pelton mortgage.....	2,850 00
By earnings for the nine months ending June 30, 1873..	\$14,527,193 25
Less expenses.....	9,751,650 62
	4,775,542 63
	\$5,931,869 90
To interest on mortgage debt.....	\$1,709,953 84
To rents on property and leased roads...	737,707 07
To mileage of cars...	311,911 60
To interest, discount and taxes.....	265,277 63
	3,024,849 64
Balance, July 1, 1873, subject to division.....	\$2,906,519 26
The cost of repairs has been charged to ex-	

pense account, and the road and equipments have been kept in good order.

On account of suits and other matters there have been obtained from different parties money and property during the year worth more at present than the estimates, no part of which has been placed to profit and loss. Further sums will be received from suits now pending.

Liabilities and assets for the nine months ending June 30, 1873:

LIABILITIES.	
Common stock.....	\$78,000,000 00
Preferred stock.....	8,536,910 00
First mortgage bonds.....	2,485,000 00
Second mortgage bonds.....	2,174,000 00
Third mortgage bonds.....	4,852,000 00
Fourth mortgage bonds.....	2,937,000 00
Fifth mortgage bonds.....	709,500 00
Consolidated mortgage bonds.....	12,076,000 00
Sterling mortgage bonds.....	4,437,470 00
Convertible bonds.....	8,000,000 00
Buffalo branch bonds.....	182,600 00
Real estate bonds.....	63,572 30
Loans.....	153,314 78
Bills audited.....	2,476,164 87
Bills payable.....	1,024,029 21
Profit and loss.....	2,906,519 26
Total.....	\$131,014,080 82
ASSETS.	
Cost of road and construction.....	\$109,856,939 44
Jefferson Railroad construction.....	924,442 69
Newburgh and New York Railroad construction.....	259,668 25
Paterson and Newark Railroad construction.....	568,881 56
Suspension Bridge and Erie Junction Railroad construction.....	155,980 32
Fort Lee Railroad construction.....	189,987 55
Newark and Hudson Railroad construction.....	127,524 03
Barclay Railroad construction.....	6,238 20
Buffalo, Bradford and Pittsburg Railroad construction.....	83,354 62
Hawley Railroad construction.....	236,946 99
Paronia Horse Railroad construction.....	86,906 99
Avon, Genesee and Mount Morris Railroad construction.....	2,944 88
Grand Opera-house property.....	20,097 70
Lake Erie propellers.....	573,317 78
Twenty-third street property.....	129,849 59
Weehawken property.....	408,459 41
Penn Horn property.....	126,733 61
Brooklyn refinery.....	75,000 00
Buffalo elevator.....	9,506 50
Preferred stock certificates.....	45,424 00
Bonds of other companies.....	2,941,781 05
Stocks of other companies.....	5,396,410 11
Materials on hand and in shop.....	2,017,764 60
Real estate in New York, &c.....	3,000,000 00
Balance of outstanding accounts.....	1,559,510 19
Bills receivable.....	127,292 13
Cash on hand.....	1,083,108 60
Total.....	\$131,014,080 82

In regard to the payment due September 13th of the Geneva award, by the British Government to our own, and which is made through Messrs. Drexel, Morgan & Co., Morton, Bliss & Co. and Jay Cooke & Co., members of the syndicate for the negotiation of the new five, the *Evening Post* is informed on good authority, that the transfer has been practically concluded, and that no further amounts of gold will be withdrawn from the market to be paid into the Treasury. The transfer has been going on gradually for several weeks, which explains the decrease in specie held by the banks, as witnessed by their statements for the past few weeks.

Cincinnati, Richmond and Chicago R. R.

The receipts of this company for the year ending March 31, 1873, were as follows:

From passengers.....	\$78,714 05
" freight.....	141,488 30
" mails and express.....	9,203 03
" miscellaneous.....	229 56
Total.....	\$229,634 94

Expenses, viz:	
Maintenance of way.....	\$48,645 46
Locomotive power.....	42,029 27
Train expenses.....	28,199 38
Station expenses.....	19,786 31
Miscellaneous expenses.....	19,990 81
Total.....	158,661 23

Earnings less operating expenses.....	70,973 71
From which deduct—	
Interest on bonds.....	\$44,065 00
Taxes.....	1,900 93
General interest.....	159 38
Total.....	46,125 31
Net earnings.....	\$24,848 40
Add increase of coupons unpaid.....	945 00
Amount to credit of Cincinnati, Hamilton and Dayton Railroad Company.....	\$25,793 40
Do. March 31, 1872.....	82,733 60
Total, as in Balance Sheet.....	\$56,940 20

To which is to be added this company's proportion, when adjusted, of interest on bonds of C., R. & Ft. W. R. R. Co., advanced as per contract with that company.

BALANCE SHEET, March 31, 1873.	
Construction.....	\$826,733 29
Equipment.....	184,551 98
Real estate.....	700 00
Profit and loss.....	56,964 93
Total.....	\$1,068,950 20
Capital stock.....	\$382,600 00
First mortgage bonds.....	560,000 00
Second ".....	65,000 00
Interest on bonds unclaimed.....	4,410 00
C., H. and D. R. R. Co.....	56,940 20
Total.....	\$1,068,950 20

President and Gen'l Supt.—DANIEL McLAREN.
Vice President.—GEORGE T. STEDMAN.
Directors.—Daniel McLaren, Geo. T. Stedman, William Goodman, F. H. Short, H. D. Huntington, Chas. W. West, Henry Lewis, John Young, Joseph H. Rogers.
Assistant Supt.—LEWIS WILLIAMS.
Secretary and Treasurer.—FREDERICK H. SHORT.

Preparations for Laying the Pacific Cable.

The United States steamer Tuscarara, which has been detailed to make the surveys and soundings preparatory to laying the telegraph cable from this port to Japan and the Asiatic Continent, started on an experimental trip on the 12th instant for the purpose of testing different apparatus for taking ocean soundings. The result was the adoption of the machinery invented by Lieutenant Brooks, with a recent improvement by Captain Belknap, as the most perfect and practical. The first reel consisted of a reel of fine steel wire, containing fourteen miles, weighing fourteen pounds to the mile, and bearing a strain of two hundred and seventy-eight pounds. The weight used was a shot of about thirty pounds, with detaching apparatus. The steam-sounding apparatus of the United States frigate Junia, which vessel was detailed for similar work on the Atlantic side, but subsequently sent in search of the *Polaris*—was brought out here at considerable expense to the Government. It failed to be of any practical service, however, in this expedition, as three hundred fathoms of line was lost at one throw, and five hundred fathoms on another pitch. Eleven attempts at sounding were made in all, two only

being failures. The greatest depth reached was 1,949 fathoms, in latitude 37 degrees 24 minutes and 50 seconds north, longitude 123 degrees 33 minutes and 25 seconds west. The *Tuscarara* is now lying at her anchorage off Third street, awaiting orders to proceed in sounding the line of the cable to the coast of Japan.—*San Francisco Bulletin*, Aug. 18.

Dayton and Michigan Railroad.

The income of this company for the year ending March 31, 1873 was as follows:

From passengers.....	\$211,913 31
" freight.....	669,944 25
" express and mail.....	44,286 72
" miscellaneous.....	8,422 82
Total.....	\$1,034,567 10

Expenses, viz:	
Maintenance of way.....	\$206,992 27
Wood and oil.....	98,714 41
Machine shop.....	9,282 17
Locomotive power.....	92,382 42
Train expenses.....	144,704 66
Station expenses.....	76,830 51
Office expenses.....	86,955 91
Miscellaneous expenses.....	57,247 83
Total.....	722,110 18

Earnings less expenses.....	\$812,456 92
From which deduct—	
Taxes.....	\$32,833 52
Interest on bonds.....	211,496 03
Dividend on common and preferred stock.....	122,190 73
Total.....	366,520 28

Loss for the year.....	\$54,063 36
There has been expended on this road by the Cincinnati, Hamilton and Dayton Railroad Company, for permanent improvements sinking fund, &c., during the year, \$117,576 82, viz:	
For completion of Elevator "A".....	\$25,539 08
" purchase of Elevator "B".....	22,064 73
" fencing road.....	12,620 48
" extension of docks.....	14,070 35
" sinking fund.....	80,000 00
" real estate.....	4,750 00
" right of way.....	300 00
" sundries, construction account.....	8,432 18
Total.....	\$117,576 82

BALANCE SHEET, March 31, 1873.	
Construction.....	\$5,653,145 49
Right of way.....	107,548 24
Real estate.....	276,669 20
Rolling stock.....	765,258 12
Lima shop equipment.....	12,145 31
Bills receivable.....	203 54
Individual accounts.....	1,198 64
Profit and loss.....	149,268 52
Preferred stock fund.....	77,268 09
Total.....	\$7,042,703 15

Capital stock, common.....	\$2,398,785 53
" preferred.....	1,259,800 00
1st mortgage bonds.....	1,081,000 00
2d mortgage bonds.....	445,000 00
3d mortgage bonds.....	361,000 00
Toledo Depot bonds.....	105,500 00
Income bonds.....	400 00
C., H. and D. R. R. Co.....	382,749 53
Gain (bonds converted into stock).....	158,468 09
Total.....	\$7,042,703 15

President and Gen'l Supt.—DANIEL McLAREN.
Vice President.—M. R. WAITE.
Directors.—Daniel McLaren, William Goodman, H. D. Huntington, M. R. Waite, F. H. Short, John Young, Charles W. West, George T. Stedman, Joseph H. Rodgers.
Assistant Supt.—JOHN H. WELLER.
Secretary and Treasurer.—FREDERICK H. SHORT.

(Railroads of the State of New York.)

A Tabular Statement of the Railroads of the State, their Capital and Cost, Earnings and Expenses, Dividends, &c., for the fiscal year ended September 30th, 1872.
(Prepared from the Annual Report of the Hon. WILLIAM B. TAYLOR, State Engineer and Surveyor.)

Railroads.	Capital Account.		Cost of road & equipment.		Main line.		Branches.		Other track.		Train mileage.		Passenger carried.		Freight moved.		Gross earnings.		Operating Expenses.		Net earnings.		Dividend.
	Stocks.	Bonds.	Debt.	Total.	\$	M.	\$	M.	\$	M.	\$	M.	No.	Tons.	\$	\$	\$	\$	\$	\$	\$		
Adirondack	4,263,000	980,000	1,963,756	7,156,756	2,728,693	60.00	.....	.....	.....	.....	71,936	30,012	29,902	29,902	100,426	72,877	28,049	.....	.....	.....	.....
Albany and Susquehanna d.	5,000,000	4,367,000	9,367,000	9,367,000	9,367,000	142.00	59.00	34.34	790,356	362,123	441,100	1,341,228	393,986	36,000	5,451,900	4,598,229	855,671	.....	.....	.....	.....
Albany and Vermont	600,000	.....	.....	600,000	600,000	12.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atlantic and Great Western	24,000,000	56,992,240	80,992,240	8,871,375	887,560	161.00	76.00	3,744,507	913,800	2,691,100	15,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Avon, Genesee and Mount Morris b.	219,250	20,000	20,000	259,250	245,000	19.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Black River and Morrisstown b.	252,600	72,000	.....	324,600	324,584	8.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Black River and St. Lawrence b g.	144,969	.....	267	145,236	144,428	12.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Blossburgh and Corning h.	468,000	.....	.....	468,000	582,346	15.84	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston and Albany	19,664,100	8,087,000	530,560	28,231,660	24,301,751	201.65	47.98	816.78	4,777,048	5,247,576	2,782,907	9,259,599	6,896,984	2,862,615	.....	.....	.....	.....	.....	.....	.....
Buffalo, Corry and Pittsburgh	428,718	700,000	548,250	1,676,968	1,546,931	43.20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo Creek	228,090	.....	2,437	230,527	225,470	3.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo, New York and Erie f.	950,000	2,380,000	430,605	3,800,605	3,830,000	142.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo, New York and Philadelphia	1,600,708	1,876,500	.....	3,477,208	3,064,271	88.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Carthage, Watertown and Sackett's Harbor b g.	455,433	150,000	.....	605,433	561,140	18.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cayuga Lake	354,435	800,000	.....	1,154,435	712,974	12.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cayuga and Susquehanna f.	589,110	.....	.....	589,110	1,183,012	34.61	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cazenovia and Canastota	294,580	250,000	29,250	573,780	538,006	15.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Railroad of Long Island f.	297,800	687,000	479,598	1,464,398	1,459,616	23.59	2.00	3.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chemung k.	380,000	.....	.....	380,000	400,000	17.36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cherry Valley, Sharon and Albany d.	281,350	807,000	21,000	609,350	600,000	20.91	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clayton and Theresa	195,775	.....	.....	195,775	78,022	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clove Branch f.	150,000	.....	.....	150,000	150,696	4.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cooperstown and Susquehanna Valley d.	308,405	100,000	22,240	430,645	458,915	16.00	1.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Delhi and Middletown	77,920	.....	.....	77,920	98,319	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dunkirk, Warren and Pittsburgh	1,266,000	1,400,000	189,908	2,855,908	2,770,566	54.08	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dutchess and Columbia l.	1,488,488	1,600,000	564,407	3,652,895	2,796,377	58.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Elmira, Jefferson and Canandaigua k.	500,000	.....	.....	500,000	1,777,384	47.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Elmira and Williamsport k.	1,000,000	1,570,000	.....	2,570,000	2,218,000	9.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie Railway	86,536,910	26,395,000	2,517,301	115,449,211	108,807,687	459.00	495.00	319.50	12,318,504	3,598,988	5,564,274	18,371,888	16,641,044	1,780,844	.....	.....	.....	.....	.....	.....	.....
Erie and Genesee Valley f.	144,900	120,000	.....	264,900	191,302	12.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Flushing and North Side	281,010	1,281,200	81,027	1,643,037	1,236,529	11.85	6.29	5.00	183,072	1,256,278	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fonda, Johnstown and Gloverville	300,000	300,000	41,383	641,383	498,732	10.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Geneva and Ithaca	270,734	.....	.....	270,734	189,219	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Geneva and Southwestern	133,800	.....	.....	133,800	15,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Glens Falls	96,640	125,000	.....	221,640	221,640	5.76	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Greene m.	200,000	.....	.....	200,000	348,878	8.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Greenwich and Johnsonville	130,098	185,500	11,086	326,681	303,415	14.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Goshen and Deckertown m.	105,000	246,500	8,000	359,500	290,901	11.64	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Harlem Extension l.	4,000,000	4,000,000	40,509	8,040,509	8,000,000	116.00	2.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Harlem River and Port Chester b.	41,860	.....	656,761	698,621	660,061	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hudson and St. Lawrence	216,300	.....	622	216,922	216,922	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ithaca and Athens	494,162	600,000	108,302	1,197,664	1,236,191	35.63	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Junction n.	214,600	.....	.....	214,600	214,600	7.67	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lackawanna and Susquehanna d. ....	.....	.....	.....	.....	674,869	17.45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Champlain and Moriah r.	200,000	104,000	.....	304,000	362,187	7.25	1.87	1.75	50,786	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Ontario Shore b.	1,727,553	792,000	96,098	2,615,551	1,541,456	1.06	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern	50,000,000	26,328,000	3,903,472	80,231,472	64,583,353	540.00	534.00	449.00	10,350,159	1,943,162	4,223,434	16,712,360	11,697,160	5,015,200	.....	.....	.....	.....	.....	.....	.....
Lockport and Buffalo	104,500	.....	.....	104,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Long Island	3,000,000	1,500,000	125,000	4,625,000	5,016,403	94.00	64.00	15.90	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Middleburgh and Schoharie m.	85,800	15,000	400	101,200	13,000	6.75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Middletown and Cranford m.	124,407	68,500	.....	192,907	191,983	10.22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Middletown, Unionville and Water Gap m.	122,630	225,000	30,891	378,521	350,476	13.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Montgomery and Erie f.	150,065	177,000	.....	327,065	288,931	10.27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Monticello and Port Jervis b.	418,995	650,000	60,836	1,129,831	1,069,093	23.75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Montreal & Plattsburgh & Whitehall & Platts. r.	1,000,000	.....	.....	1,000,000	43,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York and Boston	1,250,000	.....	.....	1,250,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central and Hudson River	15,231,719	16,496,920	1,167	31,728,906	63,299,924	740.17	298.42	739.75	14,617,551	7,138,779	4,893,965	25,580,676	17,158,673	8,422,003	.....	.....	.....	.....	.....	.....	.....

New York and Harlem	9,000,000	4,864,024	1,135,000	14,999,024	13,449,588	130.75	11.21	45.50	847.08	1,640.875	377,637	2,856,525	1,719,384	1,137,221	8
New York and Hempstead & o	200,000	235,000	15,000	450,000	219,500	5.50	.....	.....	19,485	35,865	.....	.....	33,364	27,583	.....
New York, Housatonic and Northern p	261,000	183,500	156,475	600,975	616,364	5.36	.....	.....	.....	.....	.....	.....	3,010	3,010	.....
New York and Mahopac q	2,662,932	2,000,000	92,692	4,755,624	3,245,922	74.90	.....	4.80	203,370	163,277	69,137	219,368	146,025	73,341	.....
New York, New Haven and Hartford	265,000	1,641,500	.....	265,000	264,913	6.97	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York and Oswego Midland e	15,500,000	1,641,500	.....	17,141,500	14,702,446	123.00	16.50	164.25	1,700,891	3,925,765	892,579	853,849	462,155	391,694	10
New York and Rockaway i	100,000	12,500,994	474,284	18,847,827	18,496,368	334.00	121.00	45.00	818,345	772,207	870,418	974,791	823,772	161,019	.....
New York, Utica and Ogdensburg a	77,500	350,000	.....	350,000	350,000	10.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Niagara Bridge and Canandaigua n	45,100	5,019,240	14,897	5,079,559	962,224	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Railroad of New Jersey f	1,000,000	400,000	15,419	1,000,000	3,495,332	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Utica and Northern j	193,445	400,000	.....	1,400,000	527,452	21.25	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ogdensburg and Lake Champlain r	78,250	150,000	6,000	334,445	300,549	6.25	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oswego and Rome s	5,077,000	1,012,000	2,050	230,300	226,733	4.33	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oswego and Syracuse d	300,000	612,000	.....	6,089,000	5,796,921	118.00	4.00	18.00	636,755	171,894	417,373	1,005,979	742,112	263,867	6
Poughkeepsie and Eastern l	1,144,400	180,000	28	912,028	950,953	28.58	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rensselaer and Saratoga	524,464	6,000,000	.....	1,324,400	1,445,114	34.98	.....	43.47	232,069	171,932	232,801	354,880	281,002	73,878	9
Rochester and Genesee Valley f	537,560	1,925,000	506,079	567,873	562,779	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rochester, Nunda and Pennsylvania a	489,100	1,187,000	.....	1,638,743	1,391,372	41.85	.....	2.47	53,514	70,018	10,400	53,079	38,940	14,039	.....
Rochester and Pine Creek b	.....	.....	.....	7,925,000	7,489,628	181.00	.....	41.50	861,480	664,000	556,984	1,748,915	1,144,691	604,234	7
Rochester and State Line a	.....	.....	47,000	537,560	671,303	18.45	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rockland Central a	16,084	125,000	.....	536,100	447,442	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rome and Clinton m	24,420	250,000	.....	118,870	117,164	6.50	.....	.....	10,976	9,518	1,946	.....	.....	.....	.....
Rome, Watertown and Ogdensburg	2,998,900	1,735,606	23,063	47,482	32,559	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Saratoga and Schenectady e	441,000	9,000	10,000	360,000	350,000	13.03	.....	1.00	.....	.....	.....	.....	.....	.....	.....
Schoharie Valley m	200,000	400,000	38,359	477,256	4,000,000	189.63	48.52	21.28	675,016	441,909	336,440	1,150,764	868,658	282,106	7
Schuyler and Upper Hudson a	49,900	55,000	.....	450,000	484,684	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stancates	117,427	65,000	6,932	600,000	600,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Smithtown and Port Jefferson c	77,800	35,000	.....	182,427	109,398	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sodus Bay and Corning a	91,550	600,000	.....	112,800	151,510	5.00	.....	.....	16,432	27,728	12,824	.....	.....	.....	.....
Sodus Point and Southern b	64,174	41,000	.....	691,550	446,948	4.00	.....	.....	29,180	10,720	21,782	24,945	21,332	3,613	.....
Southern Central	493,496	700,000	23,106	128,280	108,762	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
South Side of Long Island	1,783,021	2,288,000	89,881	4,150,902	3,737,364	116.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Spuyten Duyvil and Port Morris b n	1,000,000	2,250,000	386,782	3,686,782	3,815,476	57.00	20.00	23.90	617,899	83,671	501,871	275,194	226,677	.....	.....
Sterling Mountain	989,000	.....	.....	989,000	980,093	6.00	.....	6.42	.....	.....	.....	.....	.....	.....	.....
Suspension Bridge and Erie Junction f	80,000	850,000	.....	480,000	499,316	7.50	.....	.....	302,744	161,821	178,099	307,280	202,302	104,978	.....
Syracuse, Binghamton and New York i	500,000	1,670,000	.....	1,500,000	1,500,000	23.50	.....	.....	.....	.....	.....	.....	.....	.....	.....
Syracuse and Chenango Valley	2,004,000	600,000	129,414	3,803,414	3,906,297	81.00	.....	.....	4,060	92,149	54,464	44,657	9,807	.....	.....
Troy and Bennington l	1,063,400	900,000	229,998	1,293,398	1,227,047	26.00	1.00	.....	449,520	186,606	533,355	713,581	390,203	323,378	4
Troy and Boston	75,400	95,000	30,234	1,932,237	1,906,214	44.04	.....	.....	47,056	49,219	23,199	23,199	21,607	Loss	.....
Troy and Greenbush n	1,599,000	1,899,000	65,309	3,563,309	2,332,504	34.91	.....	.....	77,940	106,569	20,135	93,514	105,252	Loss	.....
Utica and Black River	30,000	680,000	.....	170,400	236,953	5.38	.....	.....	190,548	262,763	191,124	516,564	276,816	15,800	.....
Utica, Chenango and Cortland a	1,754,020	775,500	.....	2,744,000	2,312,504	34.91	.....	.....	.....	.....	.....	.....	.....	.....	.....
Utica, Chenango and Susquehanna Valley i	220,000	.....	.....	710,000	294,908	6.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Utica, Ithaca and Elmira b	2,908,600	.....	.....	2,529,520	2,459,147	74.75	17.39	9.40	201,688	184,533	62,064	324,059	214,404	109,655	3
Valley i	381,360	.....	.....	2,908,600	3,824,475	98.00	22.00	14.00	228,887	246,101	173,749	424,792	382,540	32,252	6
Watkill Valley f	750,000	760,500	275,273	1,771,638	788,696	11.50	.....	.....	64,459	62,528	742,128	204,359	195,207	9,152	.....
West Shore Hudson River a	526,700	769,000	.....	285,000	1,750,547	33.10	.....	2.40	46,015	21,604	24,422	51,391	Loss	.....	.....
.....	.....	.....	61,918	1,357,618	199,162	10.16	.....	.....	67,480	34,427	23,640	54,415	29,345	25,070	7
.....	.....	.....	.....	629,357	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

a. Under construction and no portion in operation.
 b. Under construction and a portion in operation.
 c. Completed since September 30, 1872.

d. Leased to Delaware and Hudson Canal Company.
 e. Leased to Rensselaer and Saratoga Railroad Company.
 f. Leased to Erie Railroad Company.
 g. Leased to Utica and Black River Railroad Company.
 h. Consolidated with Wellsboro' and Lawrence Railroad Company.
 i. Leased to Delaware, Lackawanna and Western Railroad Company.
 j. Leased to Flushing and North Side Railroad Company.

k. Leased to Northern Central Railway Company.
 l. Leased to New York, Boston and Montreal Railroad Company.
 m. Leased to New York and Oswego Midland Railroad Company.
 n. Leased to New York Central and Hudson River Railroad Company.
 o. Operated by South Side of Long Island Railroad Company.
 p. Operated by Housatonic Railroad Company.
 q. Leased to New York and Harlem Railroad Company.
 r. Leased to Central Vermont Railroad Company.
 s. Leased to Rome, Watertown and Ogdensburg Railroad Company.
 t. Leased to Long Island Railroad Company.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.....	38,169	51,831	60,029	81,156	95,828	121,702	174,712	181,297	200,560	212,109	128,166	75,871	1,470,683
1868.....	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	290,422	286,662	342,743	2,300,767
1869.....	212,604	218,982	291,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,390	467,659	5,670,882
1870.....	413,104	894,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871.....	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872.....	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,271,510	1,271,629	1,254,689	1,285,576	1,299,900	1,007,125	12,900,126
1873.....	852,860	691,015	974,460	1,182,920	1,356,378	1,313,790	1,211,705	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1867.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,209	322,638	360,223	323,030	271,247	3,695,153
1868.....	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,109	3,892,861
1869.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	508,746	409,569	361,701	4,508,643
1870.....	343,182	315,099	358,727	328,890	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,681,563
1871.....	316,037	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1872.....	353,235	342,360	384,999	388,964	461,290	466,097	533,656	534,163	507,617	473,227	465,607	377,687	5,278,910
1873.....	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873.....	352,568	402,477	424,614	412,218	426,315	482,005	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1867.....	.....	.....	.....	.....	.....	866,100	281,334	296,169	473,188	551,122	435,945	407,688	2,811,544
1868.....	273,876	317,839	390,355	421,363	468,830	565,146	480,710	519,306	669,005	729,759	716,378	563,400	6,114,566
1869.....	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1870.....	523,566	399,917	523,845	537,619	558,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,369	9,299,430
1871.....	696,147	674,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,067	1,211,530	870,990	11,632,739
1872.....	807,478	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,054	1,001,987	13,381,471
1873.....	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,565,467
1870.....	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,084,393	1,227,513	1,259,282	1,306,338	1,037,984	773,494	12,203,403
1871.....	655,428	602,482	774,934	787,641	1,094,101	952,899	851,846	1,099,387	1,281,574	1,047,318	1,006,235	852,422	11,008,217
1872.....	714,122	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1867.....	242,205	236,160	242,509	296,435	193,950	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1868.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1869.....	208,069	226,897	244,182	244,046	200,169	274,021	249,355	319,012	317,887	339,219	319,573	284,166	3,273,719
1870.....	270,204	273,751	315,149	296,460	281,491	288,775	314,850	360,750	374,671	338,723	340,625	317,773	3,765,343
1871.....	340,791	320,622	372,974	381,113	873,619	341,104	326,208	401,252	417,328	439,581	389,830	358,743	4,492,625
1873.....	358,612	408,849	465,517	432,928	394,486	340,676	351,576	.....	.....	.....	.....	.....	.....
Erie:													
1871.....	1,056,469	971,193	1,201,600	1,258,955	1,443,272	1,056,415	1,720,078	1,561,554	1,794,397	1,694,651	1,493,454	1,417,211	17,988,327
1872.....	1,332,994	1,294,076	1,400,174	1,548,813	1,775,324	1,493,951	1,650,023	1,525,243	1,643,434	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,316,831	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,685,384	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,530	823,901	727,810	613,329	7,160,992
1868.....	587,443	536,166	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,517,529
1869.....	656,138	624,093	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,408	814,413	696,677	8,823,482
1870.....	623,383	661,789	601,326	655,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871.....	624,744	579,617	653,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	637,436	531,627	575,393	559,871	648,955	659,353	609,846	783,255	744,782	881,693	696,475	693,038	8,026,754
1873.....	690,499	562,949	651,962	544,035	687,630	724,983	672,917	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871.....	193,673	152,264	297,411	303,915	306,944	296,086	282,723	382,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	337,302	349,468	449,418	314,513	223,240	3,695,183
1873.....	160,567	194,786	300,719	352,300	332,764	312,614	323,231	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871.....	1,082,595	1,076,112	1,312,617	1,217,339	1,190,035	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872.....	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,226,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,489	17,591,629
1873.....	1,412,368	1,549,286	1,736,736	1,694,543	1,650,903	1,585,368	1,461,702	.....	.....	.....	.....	.....	.....
Marquette and Cincinnati:													
1868.....	92,463	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,065
1869.....	98,517	91,696	103,558	109,526	111,053	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870.....	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,676	1,418,569
1871.....	130,883	126,224	140,779	113,173	119,650	115,116	115,572	137,341	166,191	175,438	172,567	169,829	1,690,714
1872.....	152,577	142,408	160,794	145,858	158,717	164,587	149,550	162,621	191,341	208,977	207,911	204,190	2,029,927
1873.....	170,023	162,565	180,407	190,562	185,613	185,963	181,863	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869.....	384,120	330,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	874,542	4,744,164
1870.....	337,992	329,128	384,451	412,050	409,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,588
1871.....	418,765	442,665	495,980	470,703	480,847	427,096	422,015	629,890	628,660	552,802	577,434	507,050	5,940,102
1872.....	411,113	384,088	449,453	485,550	487,282	298,300	402,884	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	507,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868.....	869,228	821,203	833,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1869.....	454,500	330,400	420,951	400,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,545	7,230,639
1870.....	596,171	382,823	377,671	443,132	730,700	755,737	650,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	596,760	327,431	400,149	485,884	662,368	658,017	481,113	566,557	815,346	841,150	644,625	473,295	6,690,955
1872.....	400,986	387,565	426,223	474,188	580,432	594,706	488,348	565,729	811,991	950,945	702,858	513,787	6,957,771
1873.....	534,715	423,716	555,005	569,236	805,799	925,210	834,341	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869.....	194,112	207,302	278,247	294,273	249,249	249,249	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870.....	202,447	250,617	294,674	288,550	283,221	263,328	260,449	343,195	353,677	341,373	331,659	236,108	3,438,930
1871.....	212,065	219,504	319,765	285,416	254,732	275,351	287,540	329,270	364,123	366,887	356,103	299,552	3,630,696
1872.....	254,319	238,823	303,594	303,755	269,580	304,512	265,						

CITY PASSENGER RAILROAD SHARE AND BOND LIST

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BONDS.

PASSENGER RAILROAD BONDS.														
Years ending.	Length track equiv. single.	Horses and Dummies.	CARS.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.
Sept. 30, '71	7.25	102	16	Albany.....N.Y.	157,800	111,400	40,000		63,640	16,449	10	100	100	
Sept. 30, '71	1.04			Albany st. Freight (B'ton).Mass.	48,709	75,000		155	2,856	657		100	100	
Oct. 31, '71	7.25	12		Allentown.....Pa.	81,462	192,750			10,801	2,985		100	100	
Sept. 30, '71	11.53			Avenue C (N. Y. City).....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753		100	100	
Sept. 30, '71	22.00	440	55	Bleek st. & F.F. (N. Y. C.) N. Y.	1,775,049	900,000	694,000	11,282	302,393	69,420		100	100	
Sept. 30, '71	4.63			Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,359	6.8	100	100	
Sept. 30, '71	1.25			Boston & West Roxbury.Mass.	56,133	41,000			2,500	2,348		100	100	
Sept. 30, '71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	
Sept. 30, '71	10.33	775	109	B'way & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,556	775,190	235,915	3	100	100	
Sept. 30, '71	7.00		28	Brooklyn, Bath & Coney L.N.Y.	212,379	180,000	80,000		41,166	8,501		100	100	
Sept. 30, '71	72.00	1479	207	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	
Sept. 30, '71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,737	34,200		100	100	
Sept. 30, '71	19.83			B'klyn City, Hun. P. & P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685		100	100	
Sept. 30, '71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,952	23,518		100	100	
Sept. 30, '71	11.50	92	17	Bushwick (Brooklyn).....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092		100	100	
Sept. 30, '71	33.51			Cambridge (Boston).....Mass.	740,904	740,000	150,000		69,091	69,091	13.5	100	100	1014
Sept. 30, '71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000		19,524	7,475	20.0	100	100	
Sept. 30, '71	46.00	802	142	Cen. P. N. & E.R. (N.Y.C.) N.Y.	1,629,175	1,068,400	626,000	83,746	590,245	131.3		100	100	
Oct. 31, '71	7.25	352	45	Citizens' (Phila.).....Pa.	212,820	192,750			313,002	94,494	27.7	50	194	
Oct. 31, '71	8.85	170	33	Citizens' (Pittsburg).....Pa.	249,955	184,000	50,000	7,700	107,771	60,987	22.0	50	46	
Sept. 30, '71	14.83	22	21	Coney Island (Brooklyn).....N.Y.	647,363	500,000	215,000	49,593	160,178	14,667		100	100	
Sept. 30, '71	10.26	814	116	Dr Dock, E.B. & B. (N.Y.C.) N.Y.	937,943	1,200,000	700,000		698,241	179,551		100	100	
Sept. 30, '71	11.75	3	16	East New York & Jamaica.N.Y.	259,668	175,800	82,700	1,632	26,554	5,460		100	100	
Oct. 31, '71	1.63	13	3	Easton and S. Easton.....Pa.	25,962	29,562			9,757	2,658	5	25	25	
Sept. 30, '71	18.00	877	169	Eighth Avenue (N.Y. City) N.Y.	1,569,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	
Oct. 31, '71	5.25			Elmira and Horseheads.....N.Y.	43,000	22,500		3,200	(Not in opera.)			100	100	
Oct. 31, '71	2.20	20	6	Elrie City.....Pa.	36,957	19,807	20,458		14,371	3,268		50	42	
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val. (Phg.) Pa.	93,000	68,300	25,000		41,167	7,504		25	25	
Sept. 30, '71	2.76			Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163		100	100	
Sept. 30, '71	9.63			42d st. & Gr'd st. F. (N.Y.C.) N.Y.	1,054,679	748,000	215,000		362,619	97,698	6.5	100	100	
Sept. 30, '71	17.04	866	52	Frankford & Southwark (Ph.) Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	52
Oct. 31, '71	3.25	22	6	Genesee & Water st. (Syr.) N.Y.	59,926	42,500	12,700		13,924	2,226		100	100	
Sept. 30, '71	34.25	36	64	Germentown (Phila.).....Pa.	562,270	307,545	350,000		365,586	88,100	19.5	50	30	354
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000			217,573	55,992	17.6	50	17	
Sept. 30, '71	9.00	93	16	Gr'd St. & Newtown (B'k'n) N.Y.	304,532	170,000	90,000	20,000	94,496	7,771		100	100	
Sept. 30, '71	8.00			Gr'd St. Prop. Pk. & Flatb. N.Y.	400,000	200,000	200,000	14,000	(Not in opera.)			100	100	
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.) Pa.	244,441	100,000	150,000		172,537	44,368	26.7	50	15	48
Oct. 31, '71	2.14	1	3	Harrisburg City.....Pa.	60,249	41,995	12,804	1,240	6,489	567		25	25	
Sept. 30, '71	10.40	120	24	Harl. Br. Morr. & P'dham. N.Y.	254,295	123,540	137,000		85,554	27,699		100	100	
Oct. 31, '71	3.40	362	51	Heat, Maat. & P'mount (Ph.) Pa.	388,016	299,424	133,100		310,958	105,646	13.5	50		184
Sept. 30, '71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000			22,809	5,424	3.7	100	100	
Oct. 31, '71	5.26	114	17	Lombard and South st. (Ph.) Pa.	170,181	105,000	62,500		95,950	28,513	11.9	50	104	
Sept. 30, '71	4.04	57	17	Lowell House.....Mass.	78,904	55,530		4,500	32,185	2,182		100	100	
Sept. 30, '71	11.62	235	35	Lynn and Boston.....Mass.	277,311	200,000	50,000	1,900	177,507	10,218		100	100	
Sept. 30, '71	3.60			Malden and Melrose (B'tn).Mass.	60,246	200,000						100	100	
Sept. 30, '71	1.07			Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,328				100	100	
Sept. 30, '71	3.46			Medford & Charleat. (B'tn).Mass.	34,600	21,000		4,000	2,400	1,223		100	100	
Sept. 30, '71	6.27	48	15	Merrimack Valley.....Mass.	63,000	50,000			32,262			100	100	
Sept. 30, '71	43.10	958	328	Metropolitan (Boston).....Mass.	1,705,666	1,250,000	455,566	455,566	905,062	153,192	10	100	100	574
Sept. 30, '71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,221	222,408	42,125	3	100	100	60
Sept. 30, '71	1.75			Mohawk and Ilion.....N.Y.	15,000	15,000			7,573	3,847	10	100	100	
Sept. 30, '71	12.20	177	53	Ninth Avenue (N. Y. City) N.Y.	1,000,000	797,320	167,000		117,331	5,788		100	100	
Sept. 30, '71	3.20	14	4	Northampton & Wmburg.Mass.	200,000	300,000		5,659	7,887	293		100	100	
Sept. 30, '71	8.00	52	17	North 2d St. & Middle Vil. N.Y.	154,343	133,600		15,350	41,951	5,981		100	100	
Sept. 30, '71	2.74	7	1	North Woburn (Boston).....Mass.	32,000	20,800	8,000	2,006	1,920			100	100	
Oct. 31, '71	7.35	82	14	Oakland & E. Liberty (Phg.) Pa.	121,805	130,000	67,000	5,275	49,098	708		50	50	
Dec. 31, '71	11.71	172	33	Orange and Newark.....N.J.	897,022	282,550	546,000	76,700	195,357	37,874		100	100	
Sept. 30, '71	14.40	102	27	Park Avenue (Brooklyn).....N.Y.	281,263	118,500	188,000		80,052	898		100	100	
Dec. 31, '71	3.81			Passenger (Cin.).....O.	100,000	100,000						100	100	
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton).....Pa.	138,250	125,500			33,703	6,601	2.5	100	100	
Oct. 31, '71	12.02	408	67	Philadelphia City (C. & W.) Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	59
Oct. 31, '71	6.04			Philadelphia and Darby.....Pa.	257,000	200,000	57,000		(Leased)		4.0	50	20	10
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	200,175	6,500		120,305	30,713	8.9	50	25	32
Oct. 31, '71	8.50	174	28	Pbg. Allegheny & Manchest. Pa.	146,202	140,000	23,000		139,377	34,703	28.5	50	35	
Oct. 31, '71	6.00	100	17	Pittsburg & Birmingham.....Pa.	135,913	100,000	10,000	57,254	84,396	3,636		50	50	
Dec. 31, '71	6.88	92	16	Portland.....Me.	100,300	160,300		600	45,007	12,809		100	100	
Sept. 30, '71	2.50			Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.		100	100	
Oct. 31, '71	8.00	55	14	Ridge Av. & Manayunk (Ph.) Pa.	223,615	168,100	63,300	6,000	45,834	36,700		50	15	45
Sept. 30, '71	10.00			Rochester and Brighton.....N.Y.	94,155	60,000	20,000		67,140	17,102		100	100	
Sept. 30, '71														

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	13,280,000	J. & J.	July '73 24	Long Island. 50	3,000,000	M. & S.	May '73 10	Vermont and Mass. 100	\$2,800,000	M. & N.	May '73 2
Allegheny Valley. 50	2,263,350	J. & J.	July '71 4	Louisv., Cin. and Lex. 50	1,623,453	J. & J.	July '09 3	Warren (N. J.) 100	1,800,000	J. & D.	Dec. '71 24
Atlanta and West Point. 100	1,232,200	J. & J.	July '71 4	..... pref. 100	848,700	J. & J.	July '72 4	Warwick Valley. 100	225,000	A. & O.	Apl. '72 24
Atlantic and Gulf. 100	3,693,200	J. & J.	July '71 24	Louisville & Nashville. 100	8,850,600	F. & A.	Aug. '73 4	West Jersey. 100	1,200,000	F. & A.	Aug. '73 4
..... pref. 100	638,978	J. & J.	July '71 24	Louisv., N. Alb. & Chi. 100	3,030,000	J. & D.	Dec. '70 3	Winchester & Potomac. 100	180,000	J. & J.	Jan. '73 3
Atlantic and St. Law. 100	39,494,900	M. & S.	Mar. '73 2	Lowell and Lawrence. 100	200,000	F. & A.	Apr. '73 8	Winchester & Strasburg. 100	500,000	J. & J.	July '72 34
..... new 1870. 100	1,504,000	M. & S.	Mar. '73 2	Lykens Valley. 20	600,000	F. & A.	Feb. '73 24	Worcester and Nashua. 75	1,400,555	J. & J.	July '73 25
Avon, Genesee & Mt. M. 100	194,250	A. & O.	Oct. '72 11	Macon and Western. 100	2,500,000	J. & J.	July '73 5				
Baltimore and Ohio. 100	13,151,922	M. & N.	May '73 5	Maine Central. 100	3,400,500	M. & N.	May '73 5				
Washington Br. 100	1,050,000	A. & O.	Apl. '73 5	Manchester and Law. 100	1,000,000	M. & N.	May '73 5				
Harkersburg Br. 50	5,680,685	J. & J.	July '73 11	Marionetta & Cincinnati. 50	1,372,891	M. & S.	Sep. '66 3				
Rensselaire. 100	250,000	J. & D.	July '73 11	..... 1st pref. 50	8,130,719	M. & S.	Sep. '66 3				
Blossburg & Corning. 50	19,664,100	M. & N.	May '73 5	..... 2d pref. 50	4,490,368	M. & S.	Sep. '66 3				
Boston and Albany. 100	633,200	J. & D.	Dec. '72 11	Massachusetts. 100	400,000	F. & A.	Aug. '73 3				
Boa, Olin, & Fitchburg. 100	60,000	J. & D.	Dec. '72 11	Memphis & Charleston. 25	5,312,725	J. & D.	Jan. '69 3				
Agricultural Br. 100	800,000	M. & N.	May '73 5	Michigan Central. 100	18,733,204	J. & J.	Jan. '73 4				
Boat. Ouse, & Mont. 100	2,852,900	J. & J.	July '73 4	Mill Creek & Minn. 50	323,375	J. & J.	July '73 5				
Boston and Lowell. 100	6,316,807	M. & N.	May '73 4	..... pref. 100	10,325,777	F. & A.	Feb. '73 3				
Boston and Maine. 100	8,950,400	M. & N.	May '73 5	M. Hill & Schuyler. 50	3,855,455	J. & J.	July '73 4				
Boston and Providence. 100	500,000	F. & A.	Aug. '73 34	Morris and Essex. 50	1,000,000	J. & J.	July '73 4				
Buffalo, N. Y. and Erie. 100	5,636,000	M. & S.	Sep. '73 5	Nashua and Lowell. 100	800,000	M. & N.	Aug. '73 5				
Burlington and Mo. Riv. 100	1,484,900	M. & S.	Sep. '73 5	Naugatuck. 100	1,877,900	F. & A.	Aug. '72 4				
..... pref. 100	5,847,900	J. & J.	July '73 24	New London Valley. 100	1,000,000	M. & S.	Mar. '73 5				
Camden and Amboy. 100	379,000	J. & J.	Oct. '73 34	Newark and N. York. 100	977,400	J. & J.	May '72 34				
Camden and Atlantic. 50	752,760	J. & J.	Jan. '72 24	N. Bedford & Taunton. 100	500,000	M. & N.	May '73 5				
Cape Cod. 50	1,020,300	J. & J.	Dec. '72 3	N. Castle & Beaver Val. 50	1,800,000	J. & J.	Aug. '72 12				
Cape May and Millville. 50	447,000	J. & D.	Nov. '71 6	N. Haven & Northamp. 100	605,000	J. & J.	Sep. '73 2				
Catawba & Fogelsv. 50	426,000	M. & N.	Nov. '71 6	New Jersey. 100	7,295,200	J. & J.	July '73 24				
Catawba. 100	1,199,500	M. & N.	May '73 24	New London Northern. 100	1,418,800	J. & J.	July '73 24				
..... pref. 100	2,200,000	M. & N.	May '73 24	N. Y. Cen. & Hudson R. 100	48,233,330	J. & O.	Apr. '73 5				
Cayuga and Susq. 50	589,111	M. & N.	July '73 44	New York and Harlem. 100	8,600,000	J. & J.	July '73 4				
Cedar Rapids & Mo. R. 100	6,350,400	M. & N.	May '73 14	..... pref. 100	1,500,000	J. & J.	July '73 4				
..... pref. 100	769,600	F. & A.	Aug. '73 34	N. Y. N. H. & Harf. 100	15,500,000	J. & J.	July '73 5				
Central of Georgia. 100	4,606,800	J. & J.	July '73 5	N. Y. Prov. & Boston. 100	2,000,000	J. & J.	July '73 24				
Central of New Jersey. 100	20,000,000	J. & J.	July '73 4	Nie. Bridge & Canal. 100	1,000,000	J. & J.	Jan. '73 3				
Central Ohio. 50	2,425,000	J. & D.	June '73 3	North Carolina. 100	4,000,000	J. & J.	Jan. '73 3				
..... pref. 100	400,000	J. & D.	June '73 3	N. Eastern (N. C.) pref. 100	111,000	Irregular.	May '67 4				
Chemung. 100	380,000	J. & J.	July '73 14	North Pennsylvania. 50	3,150,150	January.	Jan. '72 5				
Cheshire, preferred. 100	2,100,000	J. & J.	July '73 2	Northern Central. 50	5,842,000	M. & S.	Nov. '72 3				
Chicago and Alton. 100	8,929,900	M. & S.	Sep. '73 5	N. rthern N. Hampsh. 100	3,068,400	J. & D.	June '73 4				
..... pref. 100	2,425,000	M. & S.	Sep. '73 5	Northern New Jersey. 100	1,000,000	J. & J.	Jan. '72 4				
Chicago, Burl. & Quincy. 100	18,652,910	M. & S.	Sep. '73 5	Norwich and Worcester. 100	2,823,400	J. & J.	July '73 5				
Chicago, Iowa & Nebraska. 100	3,916,300	J. & J.	July '73 4	Ogden & W. Mass. 100	3,077,800	J. & J.	Jan. '73 3				
Chicago & N. Western. 100	5,033,480	J. & D.	Dec. '72 3	..... pref. 100	2,000,000	A. & O.	Apl. '73 4				
..... pref. 100	21,259,563	J. & J.	July '73 34	Ohio and Mississippi. 100	19,995,847	J. & J.	June '72 34				
Chicago, R. I. & Pacific. 100	19,000,000	A. & O.	Apl. '73 4	..... pref. 100	4,024,474	J. & D.	June '72 34				
Cin. Ham. & Dayton. 100	3,500,000	A. & O.	Apl. '73 4	Oil Cr. & Allegheny R. 50	4,259,450	J. & J.	July '73 3				
Cin. Ham. & Clev. 50	2,980,500	M. & N.	Apr. '72 10	Old Colony & Newport. 100	6,297,900	J. & J.	July '73 14				
..... pref. 50	40,046	M. & N.	May '73 2	Oswego and Syracuse. 100	482,400	F. & A.	Aug. '73 4				
Clev. Col. Cin. & Ind. 100	14,901,275	F. & A.	Aug. '73 34	Pacific of Missouri. 100	3,635,750	J. & J.	July '73 14				
Cleveland & Mahoning. 50	2,067,500	M. & N.	May '73 34	Panama. 100	7,000,000	J. & J.	July '73 3				
Cleveland & Pittsburgh. 100	11,236,150	F. & A.	May '73 1	Paterson and Hudson. 100	630,000	J. & J.	July '73 4				
Col. Ohio & Ind. Cen. 100	13,000,000	M. & S.	June '73 2	Paterson and Newark. 100	500,000	J. & J.	July '73 4				
Colum. & Xenia. 50	1,786,800	M. & S.	June '73 2	Paterson and Ramapo. 100	24,000	J. & J.	July '73 3				
Colum. & Hocking Val. 100	2,500,000	F. & A.	Aug. '73 5	Pemba. & Hightstown. 50	342,150	J. & J.	Jan. '71 2				
Concord. 50	1,000,000	M. & N.	May '73 34	Pennsylvania. 100	72,000,000	M. & N.	May '73 5				
Concord and Ports. 100	2,100,000	J. & J.	July '73 34	Peoria & Bureau Val. 100	1,200,000	F. & A.	Aug. '73 4				
Conn. & P. & N. Riv. 100	1,000,000	F. & A.	Aug. '73 3	Philadelphia and Erie. 50	6,004,300	F. & J.	Aug. '73 4				
Connecticut Riv. 50	1,850,000	J. & J.	July '73 5	..... pref. 50	2,400,000	J. & J.	July '73 5				
Cooperstown and Susq. 100	307,383	A. & O.	Apl. '73 4	Phil. Ger. & Norristown. 50	1,626,250	M. & S.	Sep. '73 3				
Cumberland Valley. 100	1,494,250	A. & O.	Apr. '73 4	Philadelphia & Reading. 100	32,684,375	J. & J.	July '73 5				
Danbury and Newf. 50	1,200,000	M. & S.	Dec. '71 4	..... pref. 100	1,551,800	J. & J.	July '73 5				
Delaware. 100	2,300,941	J. & J.	Jan. '73 3	Phila. and Trenton. 100	1,259,100	J. & J.	July '73 24				
Det. Lakes & Western. 100	18,668,850	J. & J.	July '73 5	Phila. W. & Balt. 50	11,485,750	J. & J.	July '73 4				
..... pref. 50	822,140	A. & O.	Apr. '73 4	Pittab. Ft. W. & Chi. 100	19,714,285	J. & J.	Apr. '73 14				
Detroit & Milwaukee. 50	2,090,000	J. & J.	Dec. '69 7	..... Special Imp. 100	2,000,000	J. & J.	Apr. '73 14				
Dubuque & Sioux City. 100	5,000,000	J. & J.	Oct. '72 3	Pittsfield & N. Adams. 100	41,000	J. & J.	July '73 3				
East Pennsylvania. 100	1,300,000	J. & J.	July '73 3	Port and Keenebec. 100	616,700	J. & J.	July '73 3				
East Mahoning. 50	392,950	J. & J.	July '73 3	Yarmouth certificates. 100	202,400	A. & O.	Apr. '72 3				
Eastern (Mass.). 100	4,262,600	J. & J.	July '73 3	Portl. Saco & Portsmouth. 100	1,500,000	J. & J.	Apr. '73 5				
Eastern (N. H.). 100	492,500	J. & J.	July '73 3	Providence & Worcester. 100	2,000,000	J. & J.	July '73 6				
Eastern, Jef. & Canand. 100	500,000	F. & A.	Feb. '73 24	Raleigh and Gaston. 100	1,500,000	J. & J.	July '71 6				
Elmira & W. L. Import. 100	500,000	M. & N.	Mar. '74 24	Rensselaer & Saratoga. 100	6,000,000	J. & J.	July '73 4				
..... pref. 100	500,000	J. & J.	July '73 34	Roch. & Genesee Val. 110	557,500	J. & J.	July '73 4				
Erie Railway. 100	3,000,000	.....	Oct. '73 1	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '73 34				
..... pref. 100	8,529,910	.....	Oct. '73 34	Rutland. 100	2,700,000	F. & A.	Aug. '73 34				
Erie and Pittsburgh. 100	1,090,250	M. & S.	June '73 11	..... preferred. 100	4,300,000	F. & A.	Aug. '73 34				
Fitchburg. 100	4,000,000	J. & J.	July '73 4	St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2				
Georgia. 100	4,156,000	J. & J.	July '73 4	St. L. Alt. & T. Route. 100	2,300,000	.....	May '68 7				
Grand River Val. guar. 100	1,000,000	.....	.....	..... pref. 100	2,040,000	May.	Feb. '73 3				
Grand Trunk, (Can.) 100	14,367,946	.....	.....	St. Louis and Iron Mt. 100	10,000,000	F. & A.	.....			
Great Western, (Can.) 100	19,237,404	A. & O.	Apl. '73 34	St. L., Kan. C. & North. 100	12,000,000	.....	.....		
Hanover & St. Joseph. 100	4,151,700	F. & A.	Apr. '70 34	..... pref. 100	12,000,000	.....	.....		
..... pref. 100	6,078,224	Annual.	Aug. '70 7	Saratoga and Schenec. 100	300,000	A. & O.	Nov. '72 34				
Hanover Branch, (Can.) 50	116,850	M. & N.	May '73 5	Schuykill Valley. 50	576,050	J. & J.	July '73 24				
Harlem Extension. 100	4,000,000	.....	.....	Seaboard and Roanoke. 100	1,151,400	M. & N.	Nov. '70				
Harriburg & Lancaster. 50	1,182,500	J. & J.	Jan. '73 31	Shamokin V. & Potomac. 50	869,450	F. & A.	Aug. '73 3				
Housatonic, pref. 100	1,150,000	J. & J.	July '73 4	Shore Line. 100	995,800	J. & J.	Jan. '72 54				
Huntingdon & P. d. Top. 100	880,000	.....	.....	South Branch (N. J.) 100	438,300	J. & J.	Jan. '72 5				
..... pref. 100	450,750	@ J.	July '68 24	South Carolina. 100	5,819,275	F. & A.	Feb. '72 1				
Illinois Central. 100	26,280,511	F. & A.	Aug. '73 5	South Western, (Ga.) 100	3,939,900	F. & A.	Feb. '73 4				
Indianapolis, Cin. & Laf. 50	7,858,497	M. & S.	Sep. '67 4	Staten Island. 100	600,000	J. & J.	July '67 4				
Iowa Falls & Sioux City. 100	4,025,000	.....	.....	Stockbridge and Pitta. 100	448,700	J. & J.	Jan. '72 84				
Jefferson, Mad. & Ind. 100	2,000,000	J. & J.	Jan. '66 5	Stony Brook. 50	287,300	M. & N.	May '72 3				
Joliet and Chicago. 100	1,500,000	J. & J.	Apl. '73 11	Summit Branch. 50	2,502,250	F. & A.	Feb. '73 3				
Joliet and North Indiana. 100	900,000	J. & J.	Jan. '73 4	Sussex (N. J.) 100	317,370	J. & J.	Jan. '72 24				
Lake Shore & Mich. So. 100	49,485,500										

[illegible]

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Ga. tax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,350,000	7	"	"	1893	....
1st Mortgage.....	1,900,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	"	"	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	92
Albany and Susquehanna:							Buffalo, New York & Phila.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	98 1/2	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	98	Burlington, Cedar Rapids & Minn.:						
3d Mortgage.....	399,000	7	May & Nov.	"	1881	92 1/2	1st Mortgage coin or stg skg Pd..	20,000pm	7	May & Nov.	N. Y. & Lond.	1899	87
Albany Loan.....	1,000,000	6	"	Albany.	1895	....	Burlington and Missouri River:						
Alexandria and Fredericksburg:							Land and R. R. Mortgage.....	5,058,360	7	April & Oct.	Boston.	1893	96 1/2
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1896	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	"	1875	....
Allegheny Valley:							Stock Bonds pref. 3d lien.....	1,200,000	8	"	"	1878	105
General Mortgage.....	4,000,000	7.5	Jan. & July.	New York.	1896	93 1/2	Stock (common) Bonds.....	980,000	8	April & Oct.	"	1879	97 1/2
Special Mortgage to Penn.....	3,500,000	6	"	Harrisburg.	....	87 1/2	Stock (common) Bonds.....	899,500	8	Jan. & July.	"	1894	98 1/2
Androsogrin:							Stock (common) Bonds.....	1,377,840	8	"	"	1889	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Burlington & Mo. Riv. in Neb.:						
Arkansas Central (narrow gauge):							1st Mortgage convertible.....	5,557,971	8	Jan. & July.	Boston.	1894	95
1st Mortgage.....	8,000pm	8	Jan. & July.	New York.	1891	70	Burlington and Southwestern:						
Atchison and Nebraska:							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1894	50
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	....	Cairo and Fulton (Arkansas):						
Atchison, Topeka and Santa Fe:							1st Mort. (R.R. & lands) s.F. gold	8,000,000	7	Jan. & July.	New York.	1891	90
1st Mortgage (gold).....	15,000pm	7	Jan. & July.	Boston.	1899	87 1/2	Cairo and St. Louis (3 ft. gauge):						
Land Grant Mortgage (gold).....	7,500pm	7	April & Oct.	"	1902	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
Atlanta and Richmond Air Line:							Cairo and Vincennes:						
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	88 1/2	1st Mortgage, gold.....	3,500,000	7	April & Oct.	New York.	1901	....
Atlantic and Great Western:							California Pacific:						
1st Mortgage (gold).....	18,000,000	7	Jan. & July.	London.	1902	....	1st Mortgage, sinking fund.....	2,250,000	7	Jan. & July.	New York.	1889	....
2d Mortgage (gold).....	12,000,000	7	March & Sept.	"	1902	....	Camden and Atlantic:						
3d Mortgage (gold) Income.....	20,000,000	7	May & Nov.	"	1902	....	2d Mortgage of 1854.....	500,000	7	April & Oct.	Camden.	1879	95
Atlantic and Gulf:							Camden and Burlington County:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	1900	100
Sectional (S.A. & G. R.R.) bonds	310,000	7	"	"	var.	....	Canada, Michigan and Chicago:						
1st Mortgage (S. Ga. & Fla. R.R.)	494,000	7	May & Nov.	"	1888	....	1st Mort. (skg fd) for \$2,750,000.	....	7	"	New York.	....	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	Canada Southern:						
Atlantic and Lake Erie:							1st Mort. (skg fd) g'd for \$9,000,000	8,760,000	7	Jan. & July.	N. Y. L. & F.	1906	88
1st Mort. (gold) for \$5,000,000....	....	7	Jan. & July.	New York.	1901	....	Carthage & Burlington (C.B. & Q.):						
Atlantic, Miss. and Ohio (428 m.):							1st Mortgage guar. and tax free..	600,000	8	May & Nov.	New York.	1879	95
1st Mortgage for \$15,000,000.....	....	7	Jan. & July.	New York.	1901	....	Catawissa:						
Atlantic and North Carolina:							1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (new).....	1,300,000	7	"	"	1900	100
Atlantic and Pacific:							Chattel Mortgage.....	158,350	6	"	"	1890	61
Land Mortgage gold bonds.....	3,000,000	6	Jan. & July.	New York.	1888	....	Cazenovia and Canastota:						
1st Mort. (So. Pac. & R.R.) gold b'ds	7,250,000	6	"	"	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
Atlantic and St. Lawrence:							Cedar Falls and Minnesota:						
1st Mortgage (sterling) of 1852....	484,000	6	May & Nov.	London.	1878	....	1st Mort. (C. F. to Waverly)....	294,000	7	April & Oct.	New York.	1884	80
2d Mortgage (sterling) of 1864....	1,499,966	6	April & Oct.	"	1884	....	1st Mort. (W. to Minn. Line)...	1,377,000	7	Jan. & July.	"	1907	78 1/2
3d Mortgage (sterling) of 1871....	712,932	6	May & Nov.	"	1891	....	Cedar Rapids & Mo. Riv. (C. & N.W.):						
Bald Eagle Valley:							1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage 2d Div. \$10,000 p. m.	582,000	7	"	"	1894	57 1/2
2d Mortgage.....	100,000	7	"	"	1884	....	1st Mortgage 3d Div. \$10,000 p. m.	2,332,000	7	May & Nov.	"	1916	84 1/2
Baltimore and Ohio:							Central Branch Union Pacific:						
Loan of 1866 '75.....	863,250	6	Jan. & July.	Baltimore.	1875	98 1/2	1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	....
Loan of 1866 '80.....	579,500	6	"	"	1880	98 1/2	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	1895	....
Loan of 1866 '85.....	1,710,500	6	April & Oct.	"	1885	98 1/2	Central of Georgia:						
Loan of 1866 '90 (Balt.) skg fd..	3,645,683	6	Jan. & July.	"	1890	....	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	....
Loan of 1870 '95 (skg fd) skg fund.	3,788,752	6	March & Sept.	London.	1895	....	Central of Iowa:						
2d Mort. (N.W. Va. R.R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7	Jan. & July.	New York.	1899	....
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	"	"	1885	92	2d Mortgage, gold, \$4,000 p. m..	812,000	7	April & Oct.	"	1901	....
Baltimore and Potomac:							Central of New Jersey:						
1st Mort. (tunnel) gold guar....	1,500,000	6	Jan. & July.	Baltimore.	1911	....	2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
1st Mortgage (R. R.) gold guar....	3,500,000	6	April & Oct.	"	1911	....	Convertible bonds of 1872.....	1,725,000	7	"	"	1902	....
Bangor and Piscataquis:							New Mortgage for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	105
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1899	....	Loan of Lehigh & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
1st Mort. (Bangor loan) extens'n	122,000	7	"	"	1901	....	Central Ohio (B. & O.):						
Bay City and East Saginaw:							1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	89
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Central Pacific of California:						
Bedford and Bridgeport:							1st Mortgage, 30 years bonds, gold	25,883,000	6	Jan. & July.	New York.	1885-1890	99 1/2
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	Convertible 20 years bonds, gold	1,483,000	7	"	"	1883	100
Belfast and Moosehead Lake:							State Aid B'ds (Int. by State) gold	1,500,000	7	"	"	1885	111
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (Western Pacific) gold	2,735,000	6	"	"	1899	....
Belleville and Southern Illinois:							1st Mort. (Calif. & Oregon) gold	6,750,000	6	"	"	1889-92	....
1st Mort. guar. by St. L. & T.H.	1,100,000	8	April & Oct.	New York.	1896	96	1st Mort. (S. Fr. Okld & Ala.)...	500,000	8	"	San Francisco	1890	....
Beloit and Madison (C. & N.W.):							1st Mort. (San Joaquin V.D.) gold	6,000,000	6	April & Oct.	New York.	1900	....
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	....	Land bonds (Cen. Pac. Co.) gold	9,153,000	6	"	"	1890	....
Belvidere Delaware:							Charleston and Savannah:						
1st Mortgage (guar. by C. &)	1,000,000	6	June & Dec.	New York.	1877	95	1st Mortgage guar. by S. Car....	505,000	6	March & Sept.	Charleston.	1877	....
2d Mortgage (A. Co. and)	492,500	6	March & Sept.	Princeton.	1885	86	Funded Interest on 1st Mort....	157,400	7	"	"	1889	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	84	Charlotte, Columbia & Augusta:						
Blue Ridge, (S. Car.):							1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	....
1st Mortgage guar. by State, gold	4,000,000	7	Jan. & July.	Charleston.	1898	....	Chartiers:						
Boston and Albany:							1st Mort. guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	104 1/2	Cheraw and Darlington:						
Boston, Clinton and Fitchburg:							1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
1st Mortgage (Agricultural Br.)...	400,000	6	Jan. & July.	Boston.	1884	828							

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):						
1st Mort. for \$1,000,000 skg fund	\$1,000,000	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:							2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	1897	....
1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....	Cmc. Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Clev.:						
Chicago and Alton:							1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	80
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102	1st Mort. (San., Day, & Cin.) S.F.	558,000	6	Feb. & Aug.	Boston.	1900	77
1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	106	1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	84
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	97	Cincinnati and Springfield:						
1st Mort. (St. L. & C.) assumed	564,000	7	"	"	1894	91	1st Mortgage for \$2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
2d Mort. (") " " "	188,000	7	Jan. & July.	"	1898	....	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort. (Ind. Div.) for \$5,000,000	.....	7	"	New York.	1901	....
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	110	Cincinnati, Wabash and Mich.:						
Trust Mortgage, skg fund conv.	150,000	8	"	"	1883	....	1st Mortgage for \$16,000 p. m. ....	.....	7	Jan. & July.	New York.	1891	....
Trust Mortgage (Burl. to Peoria)	880,000	7	April & Oct.	"	1890	....	Clev., Col., Cin. & Indianapolis:						
2d Mort. (Northern Cross) gold..	941,000	4	July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	104
Loan of 1872.....	69,322	7	Jan. & July.	Boston.	1896	94	1st Mort. (C., C. and O. R. R.)..	272,000	7	June & Dec.	"	1873-84	....
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	"	New York.	1878	....	1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	"	1895	....
1st Mort. (Peo. & Han.) guar.....	600,000	8	"	"	1879	....	Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	"	1879	....	1st Mortgage 1865.....	650,000	7	Feb. & Aug.	New York.	1872	....
1st Mort. (Dix., Peo. & Han.) guar.	800,000	8	Jan. & July.	"	1889	95	2d Mortgage (sinking fund) 1866	487,900	8	March & Sept.	"	1876	....
1st Mort. (Car. & Burl.) guar.....	600,000	8	May & Nov.	"	1879	95	1st Mort. (Branch) 1863	71,000	7	Jan. & July.	"	1873	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	"	1890	97	Clev., Mt. Vernon and Delaware:						
1st Mort. (U. O. & Fox Rv.) guar.	1,200,000	8	"	"	1900	94	1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Ill. Gr. Trunk) guar.....	980,000	8	April & Oct.	"	1890	97	Cleveland and Pittsburg (Pa. Co.):						
Chicago, Cincinnati and Louisv.:							2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	102
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	3d (now 2d) Mortgage guar.....	1,558,000	7	May & Nov.	"	1875	95
Chicago, Clinton & Dubuque:							4th (now 3d) Mortgage guar.....	1,095,000	6	Jan. & July.	"	1892	87
1st Mort. guar. C., B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1896	80	Consol. sinking fund guar.....	\$25,000	7	May & Nov.	"	1900	95
Chicago, Danville and Vincennes:							Colebrookdale:						
1st Mortgage (Ill. Div.) gold.....	2,500,000	7*	April & Oct.	New York.	1909	90	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
1st Mortgage (Ind. Div.) gold....	1,600,000	7*	"	"	1912	90	Colorado Central (3 ft. gauge):						
Chicago, Dubuque & Minnesota:							1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
1st Mortgage guar. \$25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78	Columbus, Chicago & Ind. Cent.:						
Chicago and Illinois Southern:							1st Mortgage Consol. skg fund.....	15,344,750	7	April & Oct.	New York.	1908	89
1st Mortgage for \$19,000 p. m. ....	.....	8	March & Sept.	New York.	1900	....	2d Mortgage Consol. skg fund.....	3,675,900	7	Feb. & Aug.	"	1909	89
Chicago and Iowa:							Columbus, Springfield and Cin.:						
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	90	1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Chicago, Iowa and Nebraska:							Columbus and Hocking Valley:						
2d Mort. (now 1st) guar. C. & N.W.	592,000	7	Jan. & July.	Boston.	1880	....	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
2d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage (Branch).....	200,000	7	Jan. & July.	"	1880	....
Chicago and Northwestern:							General Mortgage.....	1,000,000	7	April & Oct.	"	1891	....
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99	Columbus and Xenia:						
Funded coupons (193 m.).....	755,000	7	May & Nov.	"	1883	96	1st Mortgage, guar. by Pa. Co....	302,000	8	March & Sept.	New York.	1890	....
General 1st Mortgage (193 m.) ..	3,588,000	7	Feb. & Aug.	"	1885	100	Connecticut and Passumpsic Riv.:						
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	"	"	1885	....	1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	94
Green Bay Ext. (26 m. & 76,000 ac.)	800,000	7	"	"	1885	....	Notes payable, conv. at par.....	594,000	7	"	"	1876	97
Equipm't (Engs. & Cars \$400,000.)	101,000	7	April & Oct.	"	1874	....	1st Mort. (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
1st Mort. (Gal. & Chic. 248 m.) ..	1,785,000	7	Feb. & Aug.	"	1882	102	Connecticut River:						
2d Mort. (Gal. & Chic. 248 m.) ..	948,000	7	May & Nov.	"	1875	98	1st Mortgage skg fund.....	250,000	7	March & Sept.	Boston.	1878	....
Miss. Riv. Bridge (") " "	200,000	7	Jan. & July.	"	1884	....	Connecticut Valley:						
Elgin & State Line (") " "	135,000	7	"	"	1878	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
1st Mort. (Peninsula 79 m. & land)	767,000	7	March & Sept.	"	1898	95	Connecticut Western:						
Consol. skg fund (C. & N.W. R'y)	2,600,000	7	"	"	1915	92	1st Mortgage for \$2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Equipm't (Eng. & Cars, \$2,750,000)	275,000	10	May & Nov.	"	1871	....	Connecting (Philadelphia):						
1st Mort. (Madison Exten.) gold.	3,150,000	7*	"	"	1911	....	1st Mort. A.B.C.D. & E \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1.23.4.	87
1st Mort. (Menominee Exten.) gold.	2,700,000	7*	June & Dec.	"	1911	....	Cooperstown and Susq. Valley:						
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	"	1874	....	1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	"	1874	....	Cowanesque Valley:						
3d Mort. (") " " " "	10,500	7	June & Dec.	"	1898	....	1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
1st Mort. (Chi. & Mil. R.W.) guar.	1,155,000	7	Jan. & July.	"	1898	92	Cumberl'd & Penn. (Consol. Coal):						
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	"	"	1888	....	1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
Chicago & Northern Pac. Air-L.:							2d Mortgage, sinking fund.....	709,000	7	May & Nov.	"	1888	....
1st Mort. (skg fd gold \$25,000/pm)	.....	7*	June & Dec.	New York.	1902	....	Cumberland Valley:						
Chicago & Mich. Lake Shore:							1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. of Sept. 1, '89, \$16,000/pm	1,350,000	8	May & Nov.	New York.	1889	77	2d Mortgage.....	109,500	8	"	"	1908	....
1st Mort. of Nov. 1, '71, \$16,000/pm	.....	8	March & Sept.	"	1891	....	Plain bonds.....	81,800	6	Jan. & July.	"	1884	....
Chicago, Omaha and St. Joseph:							Danbury and Norwalk:						
1st Mortgage for \$5,000,000.....	.....	8	April & Oct.	New York.	1901	....	1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York.	1880	....
Chicago and Paducah (C. B. & Q.):							1st Mortgage of July 1, 1870....	200,000	7	"	"	1890	....
1st Mortgage \$25,000 p. m. gold..	.....	7*	"	Boston.	1901	....	Danv. Hazleton & Wilkesbarre:						
Chi., Pekin & Southw'n (C. & Q.)							1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	80
1st Mortgage for \$1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....	Davenport and St. Paul:						
Chicago, Rock Island and Pacific:							1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....	Dayton and Michigan (C.H. & D.):						
1st Mort. skg fund (C. R.I. & Pac.)	8,600,000	7	"	"	1896	102	1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
Chi. & Southw'n (C. R.I. & Pac.):							2d Mortgage, guar.....	44,000	7	March & Sept.	"	1887	....
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	107	3d Mortgage, guar.....	261,000	7	April & Oct.	"	1888	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	"	1901	....	Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	1891-94	....
Chicago & Wisconsin Midland:							Dayton and Union:						
1st Mort. g'd skg fd for \$41,000,000	.....	7*	Jan. & July.	New York.	1902	....	1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....
Chicago and Superior:							2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....	Income Bonds.....	252,445	6	"	"	1879	....
1st M. (Chi. & Sup.) Sup													

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Eel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$.....	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	\$477,683	7	May & Nov.	Boston.	1891	90
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½	1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	....
2d Mortgage.....	300,000	8	Jan. & July.	"	1891	....	Galena & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	102
1st Mortgage (consolidation).....	3,000,000	8	April & Oct.	Boston.	1896	97½	2d Mortgage.....	948,000	7	May & Nov.	"	1875	98
Detroit and Milwaukee:							Elgin and State Line Purchase..	135,000	6	Jan. & July.	"	1878	....
1st Mortgage, (D. & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....	Mississippi Bridge.....	200,000	7	"	"	1884	....
2d Mortgage (").....	1,000,000	8	"	"	1875	....	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....	Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'80	....
2d Funded Coup. (").....	375,734	7	"	"	1875	....	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R. R. stg. bonds	180,867	6*	May & Nov.	London.	1873	....	1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
Detr. & Pontiac R. R. bonds.....	250,000	7	"	New York.	1878	....	2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....
Detr. & Pontiac R. R. bonds.....	250,000	8	Feb. & Aug.	"	1889	....	Goshen and Deckertown:						
Detroit, Mon. & Tol. (L.Sh.&M.S.):							1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
1st Mortgage Aug. 1, 1886	924,000	7	Feb. & Aug.	New York.	1876	97	Grand Rapids & Indiana:						
Dubuque and Sioux City:							1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	95	1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Dubuque Southwestern:							Grand River Valley (Mich. C.):						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....	1st Mort., assumed by Lessees...	1,500,000	8	Jan. & July.	New York.	1886	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	....	2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	100½
Dunkirk, Warren and Pittsburg:							Grand Trunk (Ca.):						
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....	Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	....	....
Dutchess and Columbia:							Equipment Bonds No. 2 £270,500	1,350,000	6*	"	"	....	....
1st Mortgage Jan. 1, 1888.....	1,500,000	7	Jan. & July.	New York.	1908	....	Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
East Alabama and Cincinnati:							1st Preference Bonds £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
1st Mort. end. \$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....	2d Preference Bonds £1,685,765	8,428,825	4*	"	"	....	....
East Brandywine & Waynesburg:							Provincial Debenture's £3,111,500	15,557,500	.....	.....	Ottawa.	....	....
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	Great Western of Canada:						
2d Mortgage.....	35,000	8	"	"	1873	....	Perpetual Debentures Stock.....	227,273	5	Jan. & July.	London.	perp.	....
East Pennsylvania (Ph. & Rdg.):							Common (Company) Bonds.....	1,384,117	4	"	"	'72-'73	....
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	101	Common (") Bonds.....	2,993,975	6	May & Nov.	"	'73-'76	....
East Tenn. & Georgia (E.T.V. & G.):							Common (") Bonds.....	2,682,087	5½	April & Oct.	"	'77-'78	....
1st Mortgage.....	870,000	6	Jan. & July.	New York.	1888	....	Common (") Bonds.....	4,867	5	"	"	1881	....
East Tenn. & Vir. (E.T.V. & Ga.):							Common (") Bonds.....	3,650,000	6	June & Dec.	"	1890	....
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	76-86	Greenville and Columbia:						
East Tennessee, Virginia & Ga.:							1st Mortgage guar. by S. Car.....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mort., skg fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	91½	1st Mortgage not guaranteed....	376,768	7	"	"	'81-'86	....
Eastern (Mass.):							Greenwich and Johnsonville:						
English Loan, July 1, 1862.....	883,000	6*	Jan. & July.	London.	1872	....	1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
Loan of 1864-'74.....	750,000	6	Feb. & Aug.	Boston.	1872	96	Hackensack & New York Ext.:						
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1874	94	1st Mortgage, \$10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
Loan of 1866-'85.....	160,000	6	April & Oct.	"	1876	....	Hannibal and Naples (T.W. & W.):						
Loan of 1868-'88.....	600,000	6	March & Sept.	"	1885	91	1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	85½
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1888	90	2d Mortgage.....	125,000	7	Jan. & July.	"	1890	....
Loan of 1872-'82.....	1,500,000	7	"	"	1889	100½	Hannibal & Central Missouri:						
Eastern Shore (Md.):							1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	87½
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	2d Mortgage.....	250,000	7	Feb. & Aug.	"	1890	....
2d Mortgage.....	180,000	6	April & Oct.	"	1880	....	Hannibal and St. Joseph:						
Elizabethtown and Paducah:							Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	90
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	Missouri State Loan.....	1,500,000	6	"	"	'87-'88	....
Elmira and Williamsport (N.Cen.):							Six years Mortgage bonds (222m)	5,000,000	10	"	"	1872	....
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	94	Five years' notes (277 m.).....	139,300	8	Varlona.	"	1874	....
Income Mortgage guaranteed ..	570,000	6	April & Oct.	"	1880	59	Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	"	1885	86
Erie Railway:							1st Mort. (Q. & Palm. R.R. 15 m)	600,000	8	Feb. & Aug.	"	1886	89½
1st Mortgage.....	2,485,000	7	May & Nov.	New York.	1897	104½	1st Mort. (K. City & Cam. R.R. 55m)	1,200,000	10	Jan. & July.	"	1888	100
2d Mortgage convertible.....	2,174,000	7	March & Sept.	"	1897	103½	General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	"	1888	100
3d Mortgage.....	4,582,000	7	"	"	1879	101½	General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	"	1888	....
4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1883	99½	Harlem Extension:						
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1880	98½	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
Buffalo Branch, 1st mortgage.....	182,600	7	Jan. & July.	"	1888	....	Harrisburg & Lancaster:						
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1891	....	1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	91
Consol. Mort. for \$30,000,000, g'd	12,076,000	7*	"	NY & London.	1875	95	Hartford and New Haven:						
Convertible bonds.....	8,000,000	7	"	"	1920	....	1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	....
Erie and Louisville:							Hartford, Providence and Fishkill:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....	1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Erie and Pittsburg (Penn.):							1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	"	Hartford.	1876	....
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....	Holly, Wayne & Monroe (F. & P.M.):						
2d Mortgage.....	115,200	7	March & Sept.	"	1890	....	1st Mortgage guar., tax free....	1,000,000	8	Jan. & July.	New York.	1901	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	"	1893	....	Holyoke and Westfield:						
Equipeen Mortgage.....	600,000	7	April & Oct.	"	1890	....	1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
European & N. American (Me.):							Housatonic:						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
1st L. M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	"	1899	87	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	....
Evansville and Crawfordville:							3d Mortgage of 1869.....	100,000	6	April & Oct.	"	1889	....
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....	Houston and Texas Central:						
1st Mortgage.....	150,000	7	March & Sept.	"	1889	....	1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	"	1881	....	Hudson River (N.Y. Cen. & H.R.):						
Evansville, Henderson & Nashv.:							1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	104
Evansville, Terre Haute & Chi.:							3d Mortgage.....	180,000	7	May & Nov.	"	1885	....
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....	Hudson Connecting (NY & O.Mid):						
Fall River, Warren & Providence:							1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....	Huntingdon and Broad Top Mt.:						
Flint and Pere Marquette:							1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	104½
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New									

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1888	\$1,589,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1869.....	\$1,000,000	7	April & Oct.	New York.	1879	....
1st Mortgage (L. C. & L. F.) of 1867	1,666,000	7	Feb. & Aug.	"	1897	....	Consol. registered July 1, 1870....	4,132,000	7	J. A. J. & O.	"	1890	90
1st Mortgage (") of 1869	1,666,000	7	June & Dec.	"	1899	....	Consol. coupon July 1, 1870.....	1,000,000	7	Jan. & July.	"	1890	90
Indianapolis and St. Louis:							Bonds of Oct. 1, 1872.....	235,000	7	April & Oct.	"	1882	....
1st Mortgage.....			Jan. & July.	New York.	1910	....	Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	"	"	1899	90
1st Mortgage.....	2,000,000	7	March & Sept.	"	1916	....	Sunbury July 1, 1854.....	500,000	7	Jan. & July.	"	1874	....
1st Mortgage.....			April & Oct.	"	1916	....	Reg. Jan. 1, 1855 C.P. & A. R.R.	1,000,000	7	"	"	1880	90
2d Mortgage.....	1,000,000	7	"	"	1900	....	3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	"	1892	97
Equipment Mortgage.....	500,000	8	Jan. & July.	"	1881	....	Skg Fund July 1, 1855 C. & Tol.	2,014,800	7	Jan. & July.	"	1885	101
Iowa Eastern:							Mort. April 1, 1866	860,000	7	April & Oct.	"	1880	....
1st Mortgage gold.....	14,000pm	7	Feb. & Aug.	New York.	1902	....	1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	"	1885	104
Iowa Falls & Sioux City (Ill. Cen.):							2d Mort. Oct 31, 1857	2,693,000	7	"	"	1877	99
1st Mortgage guaranteed.....	2,960,000	7	April & Oct.	New York.	1917	....	Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	"	1873	....
Iowa Midland (C. & N. W.):							Mort. July 1, 1862	200,000	7	Jan. & July.	"	1882	98
1st Mort., \$16,000 guar.....		8	Feb. & Aug.	New York.	1900	105	Mort. Sept. 1, 1866	300,000	7	March & Sept.	"	1886	....
Ironton (Penn.):							Mort. April 1, 1863	3,000,000	7	April & Oct.	"	1898	98
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....	1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	"	1876	97
Ithaca and Athens:							1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	"	1870	....
1st Mortgage gold, skg fund.....	600,000	7	Jan. & July.	New York.	1890	100	1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	"	"	1887	....
Jackson, Lansing & Saginaw (MO):							1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	"	"	1887	....
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1886	100	1st M. July 1, '68 (Kal. All. & Gr.R.)	840,000	8	"	"	1883	95
2d Mortgage.....	500,000	8	March & Sept.	"	1888	....	1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	"	"	var	....
1st Mortgage, Northern Ext.....	940,000	8	May & Nov.	"	1890	....	2d Mort. Jun. 1, 1869	500,000	7	June & Dec.	"	1894	....
Jacksonville, Pensac. and Mobile:							Lawrence (P. Ft. W. & Chi.):						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....	1st Mortgage, guaranteed.....	600,000	7	April & Oct.	Philad lphia.	1806	....
Jamestown & Frank. (L.S. & M.S.):							Leavenworth, Lawr. & N. West'n:						
1st Mortgage guaranteed.....	406,000	7	Jan. & July.	New York.	1897	....	1st Mort. guar. by Pac. of Mo....	355,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....	Leaven, Lawrence & Galveston:						
Jefferson (Erie):							1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
1st Mort. (Hawley Section).....	206,000	7	Jan. & July.	New York.	1887	....	1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
2d Mort. (").....	94,000	7	"	"	1889	....	Lehigh and Lackawanna:						
1st Mort. (Carbondale Section).....	2,000,000	7	"	"	1889	....	1st Mortgage gold.....	902,000	6	May & Nov.	Philadelphia.	1873	....
Jeffersonville, Madison & Indian:							1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	96
1st Mortgage consol.....	2,089,000	7	April & Oct.	New York.	1906	....	2d Mortgage for \$6,000,000	4,712,000	7	March & Sept.	"	1910	102
2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....	Lexington & St. Louis (P. of Mo.)						
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1882	....	1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1899	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	"	1873	....	Little Miami:						
Joliet and Chicago (C. & Alton)							1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883	....
1st Mortgage skg fund guar.....	500,000	8	Jan. & July.	New York.	1882	104	Street Connection Bonds.....	500,000	6	Jan. & July.	"	1894	....
Joliet & Northern Ind. (Mich. C.):							Little Rock and Fort Smith:						
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	1st Mortgage gold.....	3,000,000	6	Jan. & July.	N. Y. & Bost.	1900	31
Junction (Cin. & Indianapolis):							Land Grant sinking fund.....	5,000,000	7	April & Oct.	"	1900	25
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....	Little Schuylkill (Phila. & Rdg.):						
2d Mortgage.....	795,000	7	March & Sept.	"	1893	....	1st Mortgage, guaranteed.....	771,500	7	April & Oct.	Philadelphia.	1877	90
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	"	1884	....	Logansport, Crawf. & S'west Ind:						
Junction, Philadelphia:							1st Mortgage gold.....	1,500,000	8	F.M. & A. N.	New York.	1900	99
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	88	Long Br. and Sea Shore (N.J. So.)						
2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	....	1st Mortgage guaranteed.....	200,000	6	Jan. & July.	New York.	1889	....
Junction and Breakwater:							Long Dock (Erie):						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	3,500,000	7	June & Dec.	New York.	1892	95
Kalamazoo, Allegan & Gr. Rapids:							Long Island:						
1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	95	1st Mortgage main line.....	500,000	6	Jan. & July.	New York.	1875	93
Kalamazoo and Schoolcraft:							1st Mortgage (Extension).....	175,600	7	Feb. & Aug.	"	1890	....
1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
Kalamazoo, & S. Haven (M. Cen.):							General Mortgage.....	775,000	7	"	"	1899	....
1st Mortgage guar. by lessees....	640,000	8	May & Nov.	Boston.	1889	100	Louisville & Miss. Riv. (Ch. & Al):						
Kalamazoo & White Pigeon:							1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	....
1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	....	Louisville, Cin. and Lexington:						
Kan. City, St. Jo. & Coun. Bluffs:							1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....	2d Mortgage for \$1,000,000.....	345,000	8	April & Oct.	"	1900	....
2d Mort. (").....	150,000	10	"	"	1878	....	Louisville and Nashville:						
1st Mort. (St. Jo. & CR. 78 m.) ev. t. fr.	1,400,000	10	March & Sept.	"	1892	....	1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	73-76	91
2d Mort. (").....	539,500	8	June & Dec.	"	1874	....	1st Mortgage (Memp Br. 46.37 m.).	139,000	7	May & Nov.	"	72-76	....
1st Mort. (Mo. Valley 130 m.).	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mort. (Leb. Br. Ext. 73.2 m.).	83,000	7	"	"	80-86	....
1st Mort. (").....	1,000,000	7	"	"	1893	....	Consol. M. for \$5,000,000 (392 m.).	6,647,000	7	April & Oct.	"	1896	97
Consolidated Mort. (260 m.) conv.	687,000	8	March & Sept.	"	1892	....	Louisv. N. Al. & St. Lo. Air-Line						
Kansas City & Santa Fe (L. & G.):							1st Mortgage gold, \$25,000 p. m.	2,875,000	7	"	New York.	1901	....
1st Mortgage guar. by Lessees....	2,000,000	10	May & Nov.	Boston.	1900	....	Macon and Augusta:						
Kansas Pacific:							1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	88-91	....
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6	Feb. & Aug.	N. Y. & St. Lo.	1895	85	1st Mortgage not guaranteed...	100,000	7	"	"	1890	....
1st Mort. (2d Div. 253.94 m.) gold	4,066,000	6	June & Dec.	"	1896	86	Macon and Brunswick:						
1st M. (3d Div. 244.66 m. & 3,000,000a)	6,455,000	7	May & Nov.	N. Y., L. & F.	1899	102	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mortgage (1,000,000 acres)...	245,000	7	March & Sept.	N. Y. & St. Lo.	71-76	....	1st Mort. ".....	660,000	7	May & Nov.	"	1900	....
1st Mortgage (2,000,000 acres) gld	1,821,000	7	Jan. & July.	N. Y., L. & F.	1886	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1883	....
2d Mortgage on do. gold.....	1,500,000	7	March & Sept.	"	1896	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86	Macon and Western:						
2d Mortgage (Gov't Subsidy)....	8,303,000	6	Jan. & July.	U. S. Treas.	95-97	....	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	"	1880	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	"	1916	....	Maine Central:						
Kent County (Del.):							Consolidated Mort. for \$7,500,000	3,000,000	7	April & Oct.	Boston.	1912	100
1st Mortgage for \$300,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	85	\$1,100,000 Loan, tax free.....	748,300	7	Jan. & July.	"	1898	94
Kentucky Central:							Bangor (P. & K.) Loan.....	514,000	6	April & Oct.	"	1876	....
2d Mortgage (Cov. & Lex.) 18'3.	844,000	7	March & Sept.	New York.	1885								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	43	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N. S.)						
Massillon & Cleve. (C. M. V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
1st Mortgage guaranteed, gold.	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Mayville and Lexington:							Vangatauck:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston:							Newark & New York (Cen. N. J.)						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	86	1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Stralville:						
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....	New Brunswick and Canada:						
Michigan Air Line:							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1897	....
1st Mortgage (E. D. V.) \$15,000pm.		8	Jan. & July.	Boston.	1890	101	Newburg & New York (Erie):						
Michigan Central:							1st Mortgage for \$900,000.....						
1st Mortgage, convertible.....	550,000	8	April & Oct.	New York.	1892	....	New H. Middle'n & Willman:						
1st Mortgage, sinking fund conv.	2,179,000	8	"	"	1882	113	1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
Trust Mortgage for \$10,000,000..	7,000,000	7	Jan. & July.	"	1902	94	New Haven & Northampton:						
1st Mort. (M. Air L. W. D.) ass'd	1,900,000	8	May & Nov.	"	1890	105	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	....	Convertible.....	400,000	6	April & Oct.	"	1880	....
2d Mort. (") guar.	500,000	8	March & Sept.	"	1879	100	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....
1st Mort. (K. & So. Hav.) t. guar.	640,000	8	May & Nov.	"	1889	100	New Jersey Sec. United Compan's						
2d Mort. (") guar.	70,000	8	"	"	1889	....	New Jersey Midland (N.Y. & O.M.):						
Michigan Lake Shore:							1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	....
Middletown, Unionv. & W. Gap. E.							New Jersey Southern:						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	74
Midland of Canada:							1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	"	1888	....
1st Mortgage sterling £235,000..	1,148,667	6*	May & Nov.	London.	1896	....	Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	1st Mort. gold, for \$3,000,000....						
Milwaukee and St. Paul:							New London Northern (Vt. Cen.):						
1st Mortgage.....	5,514,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	77	1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mortgage (E. Div. Palmer)..	791,500	8	May & Nov.	"	1874	....	N. Orleans, Jackson & Gt. North:						
1st Mort. (Iowa and Minn.).....	3,908,000	7	Jan. & July.	"	1897	87	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Minn. Cent.).....	192,000	7	"	"	1870	90	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	81	Income Mortgage, 1870 gold....	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (P. du Chien).....	3,674,000	8	Feb. & Aug.	"	1898	106	N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890	....
2d Mortgage (P. du Chien).....	1,315,000	7.3	"	"	1898	95	New Orleans, Mobile and Texas:						
Milwaukee City Loan.....	233,500	7	March & Sept.	"	1873	....	1st M. (N. O. T. 227 m) skg fd....	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mort. (Milw. & Wtn.).....	234,000	7	Jan. & July.	"	1891	....	1st M. (") gold skg fd.	2,825,000	7	"	N. Y. or Lond.	1915	....
Real Estate Purchase.....	148,500	7	"	"	1891	....	2d Mortgage, endorsed by La..	2,825,000	8	"	New York.	1915	....
Milw. Manitowec & Green Bay:							New York and Boston:						
1st Mortgage for \$2,500,000.....		7	"	"	1891	....	1st Mortgage gold, for \$3,000,000						
Milwaukee and Northern:							New York Central & Hudson R.:						
1st Mortgage for \$18,000 p.m.....		8	June & Dec.	New York.	1890	....	Debt Certif. (N. Y. Central)....	5,936,626	6	May & Nov.	New York.	1883	92
Mineral Point:							Bonds for debts as'd (N. Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	1.04
1st Mortgage, Dec. 21, 1893.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for B. & N. S. t. (")	76,000	6	May & Nov.	"	1883	....
Minneapolis & Duluth (L. S. & M.)							Bonds for R. R. stocks (")	592,000	6	"	"	1883	91
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....	Bonds for real estate (")	162,000	6	"	"	1883	87
Minneapolis & St. L. (L. S. & M.)							Bonds of 1854 renewed (")	2,000,000	6	June & Dec.	"	1887	91
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
Minnesota and North Western:							2d Mort. (") S. F.	1,894,000	7	June & Dec.	"	1885	....
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....	3d Mort. (")	180,000	7	May & Nov.	"	1875	....
Mississippi Central:							Bonds of '71, tax free (N. Y. C. & H)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage.....	1,854,000	7	May & Nov.	New York.	'69-'71	....	Consol. Mort. for \$40,000,000....						
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	New York and Harlem:						
General Mort. for \$8,000,000 gold		7*	May & Nov.	"	1912	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	103
Mississippi, Ouachita & Red Riv.:							Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	....
1st Mortgage gold.....	1,800,000	7*	"	"	....	....	Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mort. Land Grant gold.....	1,090,000	7*	"	"	....	....	Bonds of 1853, unsecured.....	106,000	7	"	"	1873	....
State (Ark.) subsidy \$10,000 p.m.	1,560,000	7	April & Oct.	"	1910	....	N. York, Housatonic & Northern:						
Mississippi and Tennessee:							1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
1st Mortgage of April 1, 1866....	600,000	7	April & Oct.	New York.	1876	....	New York and New Haven:						
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	"	'81-'93	....	1st Mortgage.....	1,059,500	7	April & Oct.	New York.	1875	101
Mississippi Valley and Western:							New York & Oswego Midland:						
1st Mortgage \$20,000 p. m.....		8	April & Oct.	New York.	1902	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	94
Missouri, Iowa and Nebraska:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1898	82
1st Mortgage gold, sinking fund.		7*	Jan. & Dec.	"	1910	....	2d Mortgage non-convertible ..	1,500,000	7	"	"	1898	....
Missouri, Kansas and Texas:							New York, Providence & Boston:						
1st Mort. (U. Pac. S. Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	'73-'78	....
1st Mort. (Tebco & Neosho) S. F. & d	2,000,000	7*	June & Dec.	"	1903	....	Improvement Bonds.....	1,000,000	7	Jan. & July.	"	1876	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	"	1904	....	Extension Bonds.....	250,000	6	May & Nov.	"	'78-'81	....
Missouri River, Ft. Scott & Gulf:							General Mort. for \$1,000,000....	732,000	7	"	"	1899	....
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....	N. York, West Shore & Chicago:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	74	....	1st Mortgage gold, \$35,000 p.m.						
Mobile and Girard:							Niles and New Lisbon:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	300,000	7	"	"	1889	....	Norfolk County (B. H. & Erie):						
Mobile and Montgomery:							1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	Norfolk & Petersburg (A. M. & O.):						
Mobile and Ohio:							1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....	2d Mortgage.....	157,000	7	"	"	1877	....
Interest bonds.....	804,400	8	"	"	1877	....	1st Mortgage.....	458,000	8	"	Norfolk.	1893	....
Interest bonds.....	371,880	8	"	"	1883	....	North Eastern (S. Car.):						
Interest (sterling) bonds.....	755,040	6*	"	"	1883	....	1st Mortgage of Sept. 1, 1869....	820,000	7	March & Sept.	Charleston.	1899	....
2d Mort. (Income Liquidation)....	943,121	8	March.	Mobile.	1877	....	2d Mortgage of Sept. 1, 1869....	322,000	7	"	"	1899	....
Montclair (N. Y. & O. Mid.)							North Pennsylvania:						
1st Mortgage gold, guar.....	1,200,000	7*	March & Sept.	New York.	....	....	1st Mortgage.....	2,225,000	6	Jan. & July.	Philadelphia.	1885	99
2d Mortgage.....	400,000	7	"	"	....	....	2d Mortgage.....	1,368,500	7	May & Nov.	"	1896	102
Income Mortgage.....	700,000	7	"	"	....	....	Chattell Mortgage.....	360,000	10	April & Oct.	"	1877	111
Montgomery and Bufala:							North Shore (L. I.)						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	1st Mortgage.....	153,000	7	Feb. & Aug.	New York.	1887	....
1st Mortgage not endorsed	300,000	8	June & Dec.	"	1900	....	Northern Central:						
Monticello:							1st Mortgage, Md. State loan....	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
1st Mortgage.....	420,000	8	April & Oct.	New York.	1910	....	2d Mortgage skg fd.....	2,500,000	6	Jan. & July.	"	1885	60
1st Mortgage gold, tax free.....	650,000	7	J. A. J. & O.	New York.	1890	....	3d Mortgage skg fd.....	1,223,000	6	April & Oct.	"	1900	84
Monticello and Port Jervis:							2d Mortgage (Y. & Cumb.) guar.	600,000	6	Jan. & July.	"	1877	....
1st Mortgage gold, tax free.....	5,000,000	7	March & Sept.	New York.	1914	105	Consol. Mortgage gold.....	2,495,000	6*	"	"	1905	91
2d Mortgage guar.....	3,600,000	7	Feb. & Aug.	"	1891	99	Income Mortgage conv.....	1,300,000	7	April & Oct.	"	1880	....
Convertible bonds.....	1,610,000	7	Jan. & July.	"	1900	90	Northern New Hampshire:						
Construction bonds of 1871.....	2,900,000	7	Feb. & Aug.	"	1889	92	1st Mortgage.....	105,200	6	April & Oct.	Boston.	1874	....
							Northern New Jersey (Erie):						
							1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	New York.	1876

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold.	50,000pm	7.3	Jan. & July.	New York.	1900	100	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	85
Norwich & Worcester (B.H. & E.):							Perth Amboy & Woodbr.(C&A):						
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.....	200,000	8	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.....	150,000	7	"	"	1877	....	1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	79-'88	....
Nyack and Northern:							Philadelphia and Baltimore Cent.:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9 1/2 m.)...	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston	1878	94 1/2	2d Mortgage (Pa. & Md. 46 m.)...	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	"	"	1879	94 1/2	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....	Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	....
Ohio and Mississippi:							Loan of 1870, convertible.....	28,000	7	"	"	1890	....
1st Mortgage (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....	Mortgage Loan of 1857, conv.....	95,000	6	"	"	1886	....
1st Mortgage (W. Div.).....	850,000	7	"	"	1872	....	Mort. Loans of 1843-44-45 & 49.	1,521,000	6	"	"	1880	96
2d Mortgage (W. Div.).....	534,000	7	"	"	1874	54	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	103
Income Mort. (W. Div.).....	221,500	7	April & Oct.	"	1882	....	Mortgage Loan of 1836 stg.....	182,400	5 1/2	Jan. & July.	London.	1880	....
Consolidated Mort.....	2,761,000	7	Jan. & July.	"	1898	91 1/2	Mortgage Loan of 1843 stg.....	976,800	6 1/2	"	"	1880	....
Consolidated Mort. (sterling)...	101,850	7 1/2	"	London.	1898	....	Mortgage Loan of 1836 stg.....	177,600	7 1/2	"	"	74-'77	....
Oil Creek and Allegheny River:							Dollar coupon.....	7,696,000	7	June & Dec.	Philadelphia.	1911	101 1/2
1st Mortgage (J. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80	Consolidated Dollar registered	3,414,000	7	"	"	1911	103
1st Mortgage (War. & Fkln)....	590,000	7	April & Oct.	"	1882	83	Mortgage Gold or stg coup.	7,000,000	6 1/2	"	Phil. or Lond.	1911	98
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	71 1/2	June 1, 1871. Gold or stg reg.	624,000	6 1/2	"	"	1911	97 1/2
Old Colony and Newport:							Dollar coupon.....	376,000	6	"	Philadelphia.	1911	....
Plain Bonds.....	1,000,000	6	March & Sept.	Boston	1876	96 1/2	New debent. loan, conv.....	2,305,630	7	Jan. & July.	"	1893	102 1/2
Plain Bonds.....	485,000	6	April & Oct.	"	1875	97 1/2	Philadelphia, Wilmington & Balt.:						
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	102	Mortgage Loan, convertible.....	345,000	6	Jan. & July.	Philadelphia.	1884	111 1/2
Omaha and Northwestern:							Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
1st M. land grant, gold \$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....	Loan of 1867.....	1,000,000	6	"	"	1887	....
Omaha and Southwestern:							Pickering Valley (Phila. & Rdg):						
1st Mortgage \$20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87 1/2	1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Orange, Alexandria & Manassas:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	92 1/2	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	74 1/2
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	86 1/2	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	monthly.	New York.	1884	76
3d Mort. " " " " " "	598,000	8	May & Nov.	Richmond.	1873	89	1st Mort. (Ct. & New H. 53m) conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
4th Mort. " " " " " "	674,000	8	March & Sept.	Alexandria.	1880	80	Pittsburg & Connellsville:						
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	81 1/2	1st Mortgage of 1863, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	93 1/2
Orange and Newark:							2d Mort. (Balt. Loan) of 1866...	1,000,000	6	"	"	1886	....
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Ozage Valley & Southern Kansas:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	106
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Oswego and Rome (R.W. & O.):							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	101
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
1st Mortgage guar. by (O.B. & Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
Owensboro' and Russellville:							2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
1st Mortgage for \$1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							2d Mortgage (Series M).....	2,000,000	7	April & Oct.	"	1912	98
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	84	Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	75	Equipment & Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	101
Income Bonds.....	1,500,000	7	"	"	1892	....	Construction bonds of Jan. 1, 70	100,000	7	Jan. & July.	"	1877	....
St. Louis County Bonds.....	700,600	7	Monthly.	St. Louis.	1886	....	Plymouth, Kanakoe & Pacific:						
1st Mort. (Lex. & St. Louis) gold	1,000,000	6 1/2	Jan. & July.	New York.	1887	....	1st Mortgage for \$3,600,000.....	.....	7	Jan. & July.	.....	1901	....
1st Mortgage (Lex. Atch. & Nev.)	500,000	7	April & Oct.	"	1889	....	Port Huron & Lake Michigan:						
Paducah and Memphis:							1st Mortgage gold, for \$1,800,000	.....	7 1/2	May & Nov.	New York.	1889	80
1st Mortgage gold for \$2,805,000.	1,071,000	7 1/2	Feb. & Aug.	New York.	1892	....	Portland & Ogdensburg (Me. & N.H.):						
Panama:							1st Mort. (Maine Section) gold.....	800,000	6 1/2	Jan. & July.	Boston.	1900	....
1st Mortgage, stg £19,350.....	93,847	7 1/2	April & Oct.	London.	1875	....	Consol. Mort. gold, for \$3,300,000	.....	6 1/2	May & Nov.	"	1901	....
General Mortgage, stg £597,800.	3,869,330	7 1/2	"	"	1897	....	Portland and Ogdensburg (Vt.):						
Paris and Decatur:							1st Mortgage gold, for \$2,300,000	.....	6 1/2	May & Nov.	Boston.	1891	....
1st Mortgage gold.....	1,200,000	1 1/2	Jan. & July.	New York.	1901	....	Portland and Oxford Central:						
Paterson and Newark (Erie):							1st Mortgage of 1883.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Rochester:						
Pekin, Line. & Decatur (T.W. & W.):							1st Mortgage (Portland Loan) skg Pd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88	1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
Pemberton & Hight. (U.C. of N.):							2d Mort. Sept. 1, 1871 for \$450,000	.....	7	March & Sept.	"	1891	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	Port Royal (S. C.):						
Pemberton & N. York (N.J.S.):							1st Mortgage gold, skg Pd.....	1,500,000	7 1/2	May & Nov.	N.Y. & Lond.	1889	....
1st Mortgage, guaranteed.....	500,000	7	"	New York.	....	....	1st Mort. gold, guar. by Ga. Co.	1,000,000	7 1/2	"	"	1889	....
Peninsular Railway:							Poughkeepsie and Eastern:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7 1/2	May & Nov.	N.Y. & Lond.	1899	....	1st Mort. gold, conv. & tax free...	800,000	7 1/2	Jan. & July.	New York.	1910	....
1st Mortgage gold (S.F.) 2d series	979,000	7 1/2	"	"	1900	....	Providence and Worcester:						
Pennsylvania:							1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
1st Mortgage (Harr. to Pbg.)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	100 1/2	Quincy, Alton and St. Louis:						
2d Mortgage (" " " " " ")	2,594,000	6	April & Oct.	"	1875	100 1/2	1st Mortgage gold.....	850,000	7 1/2	May & Nov.	Philadelphia.	1882	....
2d Mortgage (" " " " " ")	2,282,240	6 1/2	"	London.	1875	....	Quincy and Toledo (T.W. & W.):						
General Mortgage (coup. & reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	92	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1880	91 1/2
State lien for \$17,500,000, skg Pd	5,758,905	5	April & Oct.	Harrisburg.	72-'90	....	Quincy & Warsaw (C.B. & Q.):						
Pennsylvania Coal:							1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	87
1st													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							Sioux City and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensburg:							Somerset (Me. Central):						
1st Mortgage (W. & R.) Sfg Fund	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	1891	....	South Carolina:						
Consolidated Mort. Sfg Fund...	824,500	7	" "	" "	1891	....	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
1st Mortgage gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	79	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	63	Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. (").....	17,500	6	" "	"	1879	....	1st M. endor. by State \$16,000pm	.....	8	" "	"	....	....
Calais Loan (Lewey's Island).....	130,000	6	June & Dec.	"	1876	....	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	....	2d Mort.	200,000	7	" "	"	1889	....
1st M. (W. D.) land grant, g'd tax fr	15,000pm	8*	" "	"	1900	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guarant'ed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	37	1st Mort., endor. by Ala. gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E)	1,700,000	7	" "	"	1894	78	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
1st Mortgage gold \$16,000.....	.....	7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	97	South Side, Va. (A.M. & O.):						
St. Louis, Jacksonv. & Chic. (C. & A.):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 18, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	93	2d preferred bonds.....	617,000	6	" "	"	'84-'90	65
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	"	1895	....	3d preferred bonds.....	448,500	6	" "	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	89	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Denv. (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans D.) gold skg f'd. con	1,000,000	7	" "	"	1896	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*	" "	"	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage (A.) guaranteed....	1,000,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	" "	"	1890	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Muscookee) conv..	300,000	7	" "	"	'72-'76	....
1st M. land gr. gold skg f'd. endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed....	198,370	7	" "	"	1879	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage gold, tax free....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Lands)...	2,023,000	7	Jan. & July.	"	....	....	2d Mortgage gold, tax free....	1,000,000	7*	" "	"	1900	....
1st M. (W. Line) R.R. & Lands...	1,000,000	7*	" "	London.	....	....	Springfield and Northwestern:						
2d M. (W. Line) R. R. & Lands...	6,000,000	7	" "	New York.	....	....	1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
St. Paul and Sioux City:							Staten Island:						
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	"	1890	....	Sterling Mountain:						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage.....	850,000	7	Jan. & July.	New York.	1874	....
1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	....	Sullivan (Verm. Central):						
Salem (W. Jer.):							1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92	2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Salem and Lowell (B. & L.):							Sullivan and Erie:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95	1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sum., Mansfield & Newark (O. & O.):							Summit Branch:						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....	1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90
San Fran., Oakland & Alameda:							Sunbury and Lewiston:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Saratoga & Whitehall (R. & S.):							Superior and St. Croix:						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	1st Mortgage \$16,000 p. m.....	.....	8	" "	"	....	....
Savannah and Charleston:							Superior and Northwestern:						
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	1st Mortgage, \$16,000.....	.....	8	" "	"	....	....
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....	Sussex, Brid. & Erie June (Erie):						
Funded Interest bonds.....	167,400	7	" "	"	1889	....	1st Mortgage.....	1,000,000	7	" "	New York.	....	....
Savannah, Griffin & North Ala.:							Sussex (N. J.):						
1st Mortgage for \$500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1878	....
Savannah and Memphis:							Swedesboro (W. Jer.):						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....	1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Schenectady & Susq. (D. & H. Can.):							Syracuse, Bing. & N.Y. (D.L. & W.):						
1st Mortgage gold, tax free....	300,000	7*	Jan. & July.	New York.	1909	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Seaboard and Roanoke:							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Selma and Gulf:							1st Mort. gold, for \$500,000....	.....	7*	Feb. & Aug.	New York.	1891	....
1st M. (guar. by Ala.) \$16,000pm.	.....	8*	April & Oct.	New York.	1890	....	Tebo and Neosho (M. K. C. & T.):						
Selma, Marion and Memphis:							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st M. gold gr. by Ala. \$16,000pm.	.....	8*	March & Sept.	New York.	1889	....	Terre Haute & Indianapolis:						
Selma, Rome and Dalton:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1867	....
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	Tioga:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Equipment Mortgage.....	230,000	10	" "	"	1881	....	1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	92
Shamokin Valley & Pottav. (N.C.):							1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	"	1896	90
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	"	1886	77
Sheboygan and Fond du Lac:							Equipment Mort. sinking fund...	94,000	8	Jan. & July.	"	1879	76
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Consol. Mort. 227 m. \$6,500,000.	1,406,000	7	May & Nov.	"	1910	86
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	....	1st Mortgage (Burl. Br.) 19 m...	250,000	7	June & Dec.	"	1910	86
Shenango and Allegheny:							Tom's River & Watert. (N.J. So.):						
1st Mortgage for \$1,000,000.....	638,000	7	April & Oct.	New York.	1889	....	1st Mortgage guaranteed.....	80,500	7	" "	New York.	1888	....
Shenango Valley (Ct.):							Troy & Bennington (T. &):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	1st Mortgage skg fund, unar...	100,600	7	Jan. & July.	Troy.	1878	....
Shore Line (N. Y. & N. H.):							Troy and Boston:						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1889	....	1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
Sioux City and St. Paul:							2d Mortgage.....	300,000	7	April & Oct.	"	1885	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....	3d Mortgage.....	660,000	7	May & Nov.	"	1875	....
Land Grant Mortgage gold.....	600,000	7	Jan. & July.	"	....	....	Convertible Bonds.....	648,000	7	" "	"	1882	....

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.				Price.
			When.	Where.	Due.						When.	Where.	Due.		
Toledo, Wabash and Western:								Western Maryland:							
1st Mort. (Tol. & Ill. 75 m.)	\$900,000	7	Feb. & Aug.	New York.	1890	95	1st Mortgage	\$400,000	6	Jan. & July.	Baltimore.	1890	80		
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" " "	" " "	1890	95	1st Mort. endor. by Balt.	200,000	6	" " "	" " "	1890	97		
1st Mort. (Gt. W. R. R. W. D. 100m)	4,000	10	April & Oct.	" " "	1868	94	2d Mort.	300,000	6	" " "	" " "	1890	97		
1st M. (Gt. W. Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" " "	1893	94	2d Mort. endor. by Wash. Co.	300,000	6	" " "	" " "	1890	84		
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	" " "	1890	91	2d Mortgage preferred.	600,000	6	" " "	" " "	1890	70		
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" " "	1882	88	3d Mortgage endor. by Balt.	875,000	6	" " "	" " "	1900	96		
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" " "	1878	87	Western Pacific (Cen. Pac.):								
2d M. (W. Wab. & Wt. 167 m.)	1,500,000	7	" " "	" " "	1871	93	1st Mortgage assumed, gold.	2,735,000	6	Jan. & July.	New York.	1890	92		
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	" " "	" " "	1893	83	Western Penna. (Penn.):								
Equipment (Tol. & Wab. 75m.)	600,000	7	" " "	" " "	1883	83	1st Mortgage (main line 57 m.)	800,000	6	April & Oct.	Philadelphia.	1893	80		
Consol. Mortgage (500 m)	2,700,000	7	F. M. A. & N.	" " "	1907	85	2d Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	" " "	1896	....	
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" " "	" " "	1900	90	Western Union (M. & St. P.):								
Froy, Salem & Rutland (R. & Sar.)	500,000	7	May & Nov.	New York.	1890	....	1st Mortgage for \$5,000,000.	3,275,000	7	Jan. & July.	New York.	1896	....	
1st Mortgage, guaranteed.	500,000	6	Jan. & July.	New York.	1873	....	West Jersey:							
Troy Union (and Depot):	180,000	6	" " "	" " "	1878	....	Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....	
1st Mortgage, guaranteed.	500,000	6	Jan. & July.	New York.	1873	....	1st Mortgage (Jan. 1, 1866).	1,000,000	6	Jan. & July.	" " "	1896	94	
Tuckerton:	400,000	7	April & Oct.	Philadelphia.	1901	....	Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	" " "	1899	108	
1st Mortgage.	400,000	7	April & Oct.	Philadelphia.	1901	....	West Wisconsin:							
Union Pacific:							1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	84		
1st Mortgage gold, tax free.	27,237,000	6	Jan. & July.	N. Y. & Bos.	'96-'99	80	Whitehall & Plattsburg (M. & P.):	250,000	6	Jan. & July.	Philadelphia.	1888	....	
2d Mortgage (Gov. subsidy).	27,236,000	6	" " "	" " "	'96-'99	80	1st Mortgage.	200,000	7	Jan. & July.	New York.	1873	....	
1st Mort. Land Grant	9,193,000	7	April & Oct.	" " "	1889	71	Wiscomco and Pocumoke:								
Income Mortgage.	10,000,000	10	March & Sept.	" " "	1874	58	1st Mortgage.	350,000	8	May & Nov.	New York.	1900	....	
Omaha Bridge B'ds, stg. \$250,000	2,500,000	8	April & Oct.	London.	1896	....	Williamston and Tarboro':							
Union Pacific (Central Div.):							1st Mortgage.	820,000	7	June & Dec.	Baltimore.	1900	75		
1st Mortgage gold, tax free.	1,600,000	6	May & Nov.	New York.	1895	....	Wilmington, Colum. & Augusta:							
2d Mortgage (Gov. subsidy).	1,600,000	6	Jan. & July.	" " "	'96-7-8	....	1st Mortgage.	3,200,000	7	June & Dec.	Baltimore.	1900	75	
Union Pacific, S. Br. (M. & T.):	3,595,000	6	Jan. & July.	New York.	1899	....	Wilm., Charlotte & Rutherford:							
1st Mortgage gold, skg fund.	500,000	7	Jan. & July.	New York.	1890	....	1st mortgage.	1,500,000	8	Jan. & July.	New York.	1897	....	
United Companies of New Jer.:							1st Mortgage, endor. by N. Car.	1,000,000	8	" " "	" " "	1897	....	
Sinking Fund sterling £262,000	1,268,080	6	Jan. & July.	London.	1880	....	Wilmington and Reading:							
Loan of 1875 (Joint Companies)	675,000	6	April & Oct.	Philadelphia.	1875	98	1st Mortgage.	1,250,000	7	April & Oct.	Philadelphia.	1900	99		
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	....	2d Mortgage coupon or regis.	723,600	7	Jan. & July.	" " "	1902	83	
Loan of 1883 (" ")	450,000	6	" " "	" " "	1878	....	Wilmington and Weldon:							
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" " "	Philadelphia.	1883	90	Sterling Bonds.	648,700	6	Jan. & July.	London.	1881	....	
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	89	Currency Bonds	223,400	7	May & Nov.	" " "	1882	....	
Consolidated (mort.) Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	98	Sinking Fund gold, Bonds.	710,000	7	Jan. & July.	New York.	1896	....	
Sterling Loan £369,200	1,846,000	5	March & Sept.	London.	1894	....	Wilmington and Western (Del.):							
Sterling Loan £390,000	1,800,000	6	" " "	" " "	1888	....	1st Mortgage, Jan. 1, 1872.	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....	
Loan of 1888	154,000	6	" " "	" " "	1888	....	Winona & St. Peter (C. & N. W.):							
Bond to State of New J. (N.J.Co)	100,000	7	Feb. & Aug.	New York.	1887	....	1st Mortgage \$20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	82	
Bond to State of N. Jer. (U. Co's)	600,000	7	" " "	" " "	1887	....	2d Mortgage \$12,000 p. m.	1,565,000	7	May & Nov.	" " "	1890	....	
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....	Land Grant Mort. gold, skg fund	4,375,000	7	June & Dec.	" " "	1916	....	
Utica and Black River:							Wisconsin Central:								
1st Mortgage.	351,500	7	Jan. & July.	N. Y. & Utica.	1878	....	1st M. L. G. gold S. F. \$25,000pm		7	Jan. & July.	Boston.	1901	....	
Utica, Chen. & Susq. Val. (D. & H. Co.)							Worcester (Md.):								
1st Mortgage.		7	" " "	" " "	....	....	1st Mortgage.	210,000	6	Jan. & July.	Baltimore.	1891	....	
Utica, Ithaca and Elmira:							Worcester and Nashua:								
1st Mortgage gold, skg fund.	25,000 m	7	Jan. & July.	N. Y. & Lond.	1892	....	Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....	
Vermont Central:							Plain Bonds	75,000	6	" " "	" " "	1890	....	
1st Mortgage consolidated.	3,000,000	7	June & Dec.	Boston.	1886	26	CANAL BONDS.								
2d Mortgage consolidated.	1,500,000	7	" " "	" " "	1891	7	Chesapeake and Delaware:								
1st Mort. (Stan. Shef. & Ch. R.R.)	443,800	7	Jan. & July.	" " "	1887	67	1st Mortgage sinking fund.	1,997,872	6	Jan. & July.	Philadelphia.	1886	85		
Guar. Stock (V. & C. R. R.)	795,500	8	June & Dec.	" " "	....	80	Chesapeake and Ohio:							
Equipment Mortgage	1,000,000	8	May & Nov.	" " "	1876-77	79	Maryland Loan sinking fund.	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....	
Vermont and Massachusetts:							Sterling Loan guaranteed	4,375,000	5	" " "	London.	1890	....	
1st Mortgage sinking fund.	550,000	6	Jan. & July.	Boston.	1883	92	Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112		
Convertible bonds, tax free.	200,000	7	" " "	" " "	1879	98	Delaware Division (L. C. & N.):								
Vermont Valley (Rutland):							1st Mortgage, guaranteed.	800,000	6	Jan. & July.	Philadelphia.	1878	89		
1st Mortgage.	336,000	7	April & Oct.	New York.	1860	....	Delaware and Hudson:							
2d Mortgage.	114,000	6	" " "	Boston.	1860	....	1st Mort. - 1st series, Nov. 1, 1867.	1,600,000	7	May & Nov.	New York.	1877	....	
2d Mortgage.	293,200	7	" " "	New York.	1859	....	gages. (2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" " "	1884	102	
Vicksburg and Meridian:							gistered. (3d series, Jan. 1, 1871.	5,000,000	7	" " "	" " "	1891	102		
General	722,500	7	Jan. & July.	Philadelphia.	1890	....	Delaware & Raritan See U'd Co's							
2d series (blue).	850,000	7	" " "	" " "	1890	....	Lehigh Coal and Navigation:							
3d series (black).	154,000	7	" " "	" " "	1890	....	Mortgage Loan reg.	5,768,277	6	J. A. J. & O.	Philadelphia.	1884	90	
4th series (not end.)	1,273,000	7	April & Oct.	" " "	1880	....	Mortgage Loan reg.	2,010,000	6	F. M. A. & N.	" " "	1897	92	
Special Loan 1871.	225,439	8	Jan. & July.	" " "	1880	....	Mortgage (equip.) Loan, gold.	4,944,000	6	June & Dec.	" " "	1897	92	
Vineland:							Convertible Loan, gold	922,000	6	March & Sept.	" " "	1894	92		
1st Mortgage tax free.	750,000	7	April & Oct.	New York.	1890	....	Convertible Bonds.	1,496,879	6	June & Dec.	" " "	1877	82	
Virginia & Tennessee (A. M. & O.):							Monongahela Navigation:								
1st Mortgage.	494,000	6	Jan. & July.	N. Y. & Lynch.	1873	95	1st Mortgage.	103,000	6	Jan. & July.	New York.	1887	....	
Enlarged Mortgage	990,000	6	" " "	" " "	1884	78	Morris (and Banking):								
4th Mortgage.	846,000	6	March & Sept.	" " "	1900	87	1st Mortgage.	600,000	6	April & Oct.	Philadelphia.	1876	94		
Registered Certificates.	123,208	8	Jan. & July.	" " "	'71-'75	....	2d Mortgage.	235,000	6	" " "	" " "	1876	98	
Funded Interest	204,200	8	" " "	" " "	1880	....	Boat Loan, sinking fund.	236,965	7	" " "	" " "	1885	90	
Income Mortgage (fundable).	112,500	8	" " "	" " "	1866	....	Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	" " "	1887	....	
Wallkill Valley (Erie):							Pennsylvania:								
1st Mortgage gold, tax free.	20,000pm	7	April & Oct.	New York.	1910	....	1st Mortgage skg fund guar.	2,206,000	6	Jan. & July.	Philadelphia.	1887	00	
1st Mortgage gold, for \$750,000.	462,000	6	June & Dec.	New York.	1890	....	1st Mortgage (W. Y. Val. Can.).	600,000	6	" " "	" " "	1878	....	
Warren (D. L. & W.):							1st Mortgage (Erie Canal).	743,654	7	" " "	" " "	1865	....	
1st Mortgage, guaranteed.	511,400	7	Feb. & Aug.	New York.	1875	....	Interest Bonds (Erie Canal) 1850	161,960	7	" " "	" " "	1873	....	
2d Mortgage, guaranteed.	750,000	7	May & Nov.	" " "	1900	....	Schuylkill Navigation (Ph. & Rdg):							
Warren & Franklin (O. C. & A. H. R.):							1st Mortgage.	1,745,957	6	March & Sept.	Philadelphia.	'82-'97	....	
1st Mortgage, assumed.	580,000	7	April & Oct.	Philadelphia.	1882	83	2d Mortgage.	4,016,670	6	Jan. & July.	" " "	1882	72		
Warwick Valley (Erie):							Plain Bonds.	85,222	6	" " "	" " "	1876	75		
Washington and Ohio:							Improvement bonds.	302,500	6	May & Nov.	" " "	1870	80		
1st Mortgage gold, \$9,000,000.		7	April & Oct.	New York.	1891	....	Boat and Car Loan	756,650	6	" " "	" " "	1888	75	
Watertown & Rome (R. W. & O.):							Boat and Car Loan	628,100	7	" " "	" " "	1889	85		
Sinking Fund Bonds.	799,900	7	March & Sept.	New York.	1880	....	Coupon Bonds.	1,079,000	6	Jan. & July.	" " "	1895	71	
Westchester and Philadelphia:							Susquehanna (S. & Tide Water):								
1st Mortgage.	108,400	7	Jan. & July.	Philadelphia.	1873	....	1st Mortgage.	227,000	6	Jan. & July.	Philadelphia.	1894	74	
General Mortgage, tax free.	1,072,300	7	April & Oct.	" " "	1891	103	2d Mortgage.	700,000	6	" " "	" " "	1885	....	
Western of Alabama.							3d Mortgage stg.	874,000	6	" " "	London.	1878	....	
1st Mortgage (Western R.R.).	600,000	8	April & Oct.	New York.	1888	....	Tide-Water (Susq. & Tide-W.):							
1st Mortgage (M. & W. Point R.R.)	750,000	8	" " "	" " "	1881	....	1st Mortgage.	97,510	6	Jan. & July.	Baltimore.	1894	....	
2d Mortgage (consols guar.)	1,146,000	8	" " "	" " "	1900	....	2d Mortgage.	300,000	6	" " "	" " "	1885	....	
Income Mortgage.	813,400	8	" " "	" " "	....	....	3d Mortgage.	437,000	6	" " "	" " "	1878	....	
							Union:								
							1st Mortgage.	3,000,000	6	May & Nov.	Philadelphia.	1883	....	
							West Branch and Susquehanna:								
							1st Mortgage.	450,000	6	Apr. & Oct.	Philadelphia.	1878	....	
							2d Mortgage.	298,000	6	May & Nov.	" " "	1893	....	

Sept. 30, 1872	1871	1870	1869	1868	1867	1866	1865	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735	1734	1733	1732	1731	1730	1729	1728	1727	1726	1725	1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696	1695	1694	1693	1692	1691	1690	1689	1688	1687	1686	1685	1684	1683	1682	1681	1680	1679	1678	1677	1676	1675	1674	1673	1672	1671	1670	1669	1668	1667	1666	1665	1664	1663	1662	1661	1660	1659	1658	1657	1656	1655	1654	1653	1652	1651	1650	1649	1648	1647	1646	1645	1644	1643	1642	1641	1640	1639	1638	1637	1636	1635	1634	1633	1632	1631	1630	1629	1628	1627	1626	1625	1624	1623	1622	1621	1620	1619	1618	1617	1616	1615	1614	1613	1612	1611	1610	1609	1608	1607	1606	1605	1604	1603	1602	1601	1600	1599	1598	1597	1596	1595	1594	1593	1592	1591	1590	1589	1588	1587	1586	1585	1584	1583	1582	1581	1580	1579	1578	1577	1576	1575	1574	1573	1572	1571	1570	1569	1568	1567	1566	1565	1564	1563	1562	1561	1560	1559	1558	1557	1556	1555	1554	1553	1552	1551	1550	1549	1548	1547	1546	1545	1544	1543	1542	1541	1540	1539	1538	1537	1536	1535	1534	1533	1532	1531	1530	1529	1528	1527	1526	1525	1524	1523	1522	1521	1520	1519	1518	1517	1516	1515	1514	1513	1512	1511	1510	1509	1508	1507	1506	1505	1504	1503	1502	1501	1500	1499	1498	1497	1496	1495	1494	1493	1492	1491	1490	1489	1488	1487	1486	1485	1484	1483	1482	1481	1480	1479	1478	1477	1476	1475	1474	1473	1472	1471	1470	1469	1468	1467	1466	1465	1464	1463	1462	1461	1460	1459	1458	1457	1456	1455	1454	1453	1452	1451	1450	1449	1448	1447	1446	1445	1444	1443	1442	1441	1440	1439	1438	1437	1436	1435	1434	1433	1432	1431	1430	1429	1428	1427	1426	1425	1424	1423	1422	1421	1420	1419	1418	1417	1416	1415	1414	1413	1412	1411	1410	1409	1408	1407	1406	1405	1404	1403	1402	1401	1400	1399	1398	1397	1396	1395	1394	1393	1392	1391	1390	1389	1388	1387	1386	1385	1384	1383	1382	1381	1380	1379	1378	1377	1376	1375	1374	1373	1372	1371	1370	1369	1368	1367	1366	1365	1364	1363	1362	1361	1360	1359	1358	1357	1356	1355	1354	1353	1352	1351	1350	1349	1348	1347	1346	1345	1344	1343	1342	1341	1340	1339	1338	1337	1336	1335	1334	1333	1332	1331	1330	1329	1328	1327	1326	1325	1324	1323	1322	1321	1320	1319	1318	1317	1316	1315	1314	1313	1312	1311	1310	1309	1308	1307	1306	1305	1304	1303	1302	1301	1300	1299	1298	1297	1296	1295	1294	1293	1292	1291	1290	1289	1288	1287	1286	1285	1284	1283	1282	1281	1280	1279	1278	1277	1276	1275	1274	1273	1272	1271	1270	1269	1268	1267	1266	1265	1264	1263	1262	1261	1260	1259	1258	1257	1256	1255	1254	1253	1252	1251	1250	1249	1248	1247	1246	1245	1244	1243	1242	1241	1240	1239	1238	1237	1236	1235	1234	1233	1232	1231	1230	1229	1228	1227	1226	1225	1224	1223	1222	1221	1220	1219	1218	1217	1216	1215	1214	1213	1212	1211	1210	1209	1208	1207	1206	1205	1204	1203	1202	1201	1200	1199	1198	1197	1196	1195	1194	1193	1192	1191	1190	1189	1188	1187	1186	1185	1184	1183	1182	1181	1180	1179	1178	1177	1176	1175	1174	1173	1172	1171	1170	1169	1168	1167	1166	1165	1164	1163	1162	1161	1160	1159	1158	1157	1156	1155	1154	1153	1152	1151	1150	1149	1148	1147	1146	1145	1144	1143	1142	1141	1140	1139	1138	1137	1136	1135	1134	1133	1132	1131	1130	1129	1128	1127	1126	1125	1124	1123	1122	1121	1120	1119	1118	1117	1116	1115	1114	1113	1112	1111	1110	1109	1108	1107	1106	1105	1104	1103	1102	1101	1100	1099	1098	1097	1096	1095	1094	1093	1092	1091	1090	1089	1088	1087	1086	1085	1084	1083	1082	1081	1080	1079	1078	1077	1076	1075	1074	1073	1072	1071	1070	1069	1068	1067	1066	1065	1064	1063	1062	1061	1060	1059	1058	1057	1056	1055	1054	1053	1052	1051	1050	1049	1048	1047	1046	1045	1044	1043	1042	1041	1040	1039	1038	1037	1036	1035	1034	1033	1032	1031	1030	1029	1028	1027	1026	1025	1024	1023	1022	1021	1020	1019	1018	1017	1016	1015	1014	1013	1012	1011	1010	1009	1008	1007	1006	1005	1004	1003	1002	1001	1000	999	998	997	996	995	994	993	992	991	990	989	988	987	986	985	984	983	982	981	980	979	978	977	976	975	974	973	972	971	970	969	968	967	966	965	964	963	962	961	960	959	958	957	956	955	954	953	952	951	950	949	948	947	946	945	944	943	942	941	940	939	938	937	936	935	934	933	932	931	930	929	928	927	926	925	924	923	922	921	920	919	918	917	916	915	914	913	912	911	910	909	908	907	906	905	904	903	902	901	900	899	898	897	896	895	894	893	892	891	890	889	888	887	886	885	884	883	882	881	880	879	878	877	876	875	874	873	872	871	870	869	868	867	866	865	864	863	862	861	860	859	858	857	856	855	854	853	852	851	850	849	848	847	846	845	844	843	842	841	840	839	838	837	836	835	834	833	832	831	830	829	828	827	826	825	824	823	822	821	820	819	818	817	816	815	814	813	812	811	810	809	808	807	806	805	804	803	802	801	800	799	798	797	796	795	794	793	792	791	790	789	788	787	786	785	784	783	782	781	780	779	778	777	776	775	774	773	772	771	770	769	768	767	766	765	764	763	762	761	760	759	758	757	756	755	754	753	752	751	750	749	748	747	746	745	744	743	742	741	740	739	738	737	736	735	734	733	732	731	730	729	728	727	726	725	724	723	722	721	720	719	718	717	716	715	714	713	712	711	710	709	708	707	706	705	704	703	702	701	700	699	698	697	696	695	694	693	692	691	690	689	688	687	686	685	684	683	682	681	680	679	678	677	676	675	674	673	672	671	670	669	668	667	666	665	664	663	662	661	660	659	658	657	656	655	654	653	652	651	650	649	648	647	646	645	644	643	642	641	640	639	638	637	636	635	634	633	632	631	630	629	628	627	626	625	624	623	622	621	620	619	618	617	616	615	614	613	612	611	610	609	608	607	606	605	604	603	602	601	600	599	598	597	596	595	594	593	592	591	590	589	588	587	586	585	584	583	582	581	580	579	578	577	576	575	574	573	572	571	570	569	568	567	566	565	564	563	562	561	560	559	558	557	556	555	554	553	552	551	550	549	548	547	546	545	544	543	542	541	540	539	538	537	536	535	534	533	532	531	530	529	528	527	526	525	524	523	522	521	520	519	518	517	516	515	514	513	512	511	510	509	508	507	506	505	504	503	502	501	500	499	498	497	496	495	494	493	492	491	490	489	488	487	486	485	484	483	482	481	480	479	478	477	476	475	474	473	472	471	470	469	468	467	466	465	464	463	462	461	460	459	458	457	456	455	454	453	452	451	450	
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

En series ("occurring in the column headed "Rolling Stock." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

[illegible]

Dec. 31, 1872	166.0	23.0	24	14	7	797	Lake Superior and Mississippi..... Minn.	7,891,200	42,017	101,145	7,422,000	491,092	121,273	211.0	(Leased by Northern Pacific.)	781,612	171,001	100
Oct. 31, 1872	174	1.7					Lawrence..... Penn.	988,170			289,750	365,000	25,000	20.4	(Leased to Pacific Mo. at 45¢)	127,642	76,560	10
Dec. 31, 1872	21.3	1.6					Leavenworth, Atchison & N. W. Kan.	1,200,000			600,000	600,000				49,000	60	60
Jun. 30, 1872	141.2	6.2	20	14	9	255	Leavenworth, Lawrence & Galv. Kan.	6,375,161	4,560,061	125,119	6,000,000	8,580,000	573,522	208.6	(Leased to Pacific Mo. at 45¢)	693,993	198,314	10
Oct. 31, 1872	101.0	222.6	181	44	28	776	Lehigh Valley..... Penn.	14,611,763	6,138,642	1,611,364	6,500,000	9,774,000	1,718,173	239.1	(Leased to Pacific Mo. at 45¢)	6,902,948	1,983,194	10
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Little Miami..... Ohio	8,960,425			6,394,450	2,560,000		197.0	(Leased to Pacific Mo. at 45¢)	6,902,948	1,983,194	10
Dec. 31, 1872	100.0		00.0				Little Rock and Ft. Smith..... Ark.	1,416,118			6,000,000	6,000,000		31.3	(Leased by Phila. & Reading.)	271,435	76,618	7
Oct. 31, 1872	28.3	19.9					Little Schuylkill..... Penn.	115,116			2,646,100	769,500	1,500	9.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Oct. 31, 1872	92.6	3.6					Littletown..... Penn.	3,500,604			34,830	40,000		117.0	(Leased by Phila. & Reading.)	271,435	76,618	7
Apr. 30, 1872	92.6	3.6					Logans, Canford & S. W. Ind.	947,349			1,500,000	2,000,000			(Leased by Phila. & Reading.)	271,435	76,618	7
Sept. 30, 1872	94.0	64.0	16.9	22	43	9	Landon and Port Stanley..... Can.	947,349	80,579	36,323	442,240	160,800		188.0	(Leased by Phila. & Reading.)	271,435	76,618	7
Sept. 30, 1872	94.0	64.0	16.9	22	43	9	Long Island..... New York	5,016,402			3,000,000	1,500,000	125,000		(Leased by Phila. & Reading.)	271,435	76,618	7
Jun. 30, 1872	187.5	90.0	8.6				Louisiana and Missouri River..... Mo.	9,402,440			4,225,133	3,800,000		174.9	(Leased by Phila. & Reading.)	271,435	76,618	7
Jun. 30, 1872	188.0	42.4	88.3	39	27	12	Louisville and Cincinnati..... Ky.	7,654,998			2,623,694	4,225,133	1,500,000		(Leased by Phila. & Reading.)	271,435	76,618	7
Jun. 30, 1872	188.0	42.4	88.3	39	27	12	Louisville and Nashville..... Ky.	7,654,998			2,623,694	4,225,133	1,500,000		(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)	271,435	76,618	7
Dec. 31, 1872	120.0	77.0	63.5	40	22	703	Lovell and Lawrence..... Mass.	3,000,000			2,474,483	4,101,000	2,614,058	920.5	(Leased by Phila. & Reading.)			

Sept. 30, 1871	43.4	23.24	616	Providence and Worcester, R. I. & Mass.	557,747	138,708	121,463	2,000,000	300,000	110,094	81,892	45.31	454,266	1,893,891	829,219	205,813	100,142
Oct. 31, 1871	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Nov. 30, 1871	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Dec. 31, 1871	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Jan. 31, 1872	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Feb. 28, 1872	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Mar. 31, 1872	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Apr. 30, 1872	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
May 31, 1872	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
June 30, 1872	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
July 31, 1872	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Aug. 31, 1872	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Sept. 30, 1872	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Oct. 31, 1872	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Nov. 30, 1872	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Dec. 31, 1872	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Jan. 31, 1873	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Feb. 28, 1873	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Mar. 31, 1873	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Apr. 30, 1873	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
May 31, 1873	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
June 30, 1873	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
July 31, 1873	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Aug. 31, 1873	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Sept. 30, 1873	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Oct. 31, 1873	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Nov. 30, 1873	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Dec. 31, 1873	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Jan. 31, 1874	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Feb. 28, 1874	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Mar. 31, 1874	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Apr. 30, 1874	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
May 31, 1874	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
June 30, 1874	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
July 31, 1874	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Aug. 31, 1874	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Sept. 30, 1874	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Oct. 31, 1874	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Nov. 30, 1874	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Dec. 31, 1874	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Jan. 31, 1875	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Feb. 28, 1875	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Mar. 31, 1875	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Apr. 30, 1875	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
May 31, 1875	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
June 30, 1875	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
July 31, 1875	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Aug. 31, 1875	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Sept. 30, 1875	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Oct. 31, 1875	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Nov. 30, 1875	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Dec. 31, 1875	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Jan. 31, 1876	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Feb. 28, 1876	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Mar. 31, 1876	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Apr. 30, 1876	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
May 31, 1876	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
June 30, 1876	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
July 31, 1876	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,994	345,423	144,146	6
Aug. 31, 1876	44.0	23.60	2	94 Raleigh and Gaston, N. C.	1,600,000	107,600	122,092	1,600,000	60,000	54,977	184,715	97.0	69,167	28,			

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1 to 1½ cents per lb.; Pig, 77 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 24; Scrap Cast, 86; Scrap Wrought, 83 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 85 per cent. ad val.

Pig, Scotch-Coltless.....	per ton 50	@	51
Gartbarrie.....	47	75	@ 48
Glengarnock.....	44	@	45
Eglinton.....	43	@	44
Pig, American, No. 1.....	42	@	45
Pig, American, No. 2.....	36	@	40
Pig, American, Forge.....	33	@	
Bar, Refined, English and American.....	—	@	
Bar, Swedes, assorted sizes.....	(gold).	@	137 50

—STORE PRICES.—

Bar, Sweder, $1\frac{1}{2}$ x $\frac{1}{2}$ x $1\frac{1}{2}$ x $\frac{1}{2}$ sq. $1\frac{1}{2}$ to $5\frac{1}{2}$ x $1\frac{1}{2}$ x $\frac{1}{2}$ to $2\frac{1}{2}$ x $6\frac{1}{2}$ to $12\frac{1}{2}$ x $\frac{1}{2}$	175	@	-
Bar, Refined, $\frac{1}{2}$ to 2 in. rd. & sq. 1 to 6 inch x $\frac{1}{2}$ to 1 in.....	82	50	@ 85
Bar Refined; $1\frac{1}{2}$ to 6 by $\frac{1}{2}$ & 5 - 16 in.....	87	50	@ -
Bar Refined, 1 & $1\frac{1}{2}$ by $\frac{1}{2}$ & 5 - 16	90	-	@ -
Large Rounds, $2\frac{1}{2}$ to $3\frac{1}{2}$ to $4\frac{1}{2}$ in.....	92	50	@ 107 50
Scroll.....	102	50	@ 135 -
Ovals and Half-round.....	110	-	@ 130 -
Band, 1 to 6 in. by 3 - 16 to No. 12	102	50	@ 105 -
Horse Shoe.....	117	50	@ -
Rods, $\frac{1}{2}$ - $1\frac{1}{2}$ inch.....	92	50	@ 135 -
Hoop, $\frac{1}{2}$ by No. 22 to 1 & $1\frac{1}{2}$ by 13 & 14	120	-	@ 160 -
Wall Rod.....		9	@ -
Sheet, Single, D. as to assortment.....	(gold)	57	@ 1 -
Sheet, Single, D. and T. Common.....		14	@ -
Sheet, Double and Treble, Charcoal.....		7	@ - 8
Sheet Galvanized.....	List 10	per ct.	disc
Rolls, English.....	(gold)	per ton.	65 @ 68 -
Rolls, American, at Works in Penna. c'y. 75.....			@ 77 -
Anvils (Engle).....	per lb. currency.	9	@ -

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality).....	184 @	23
English Spring (2d and 1st quality).....	94 @	18
English Blister (2d and 1st quality).....	14 @	18
English Machinery.....	14 @	14
English German (3d and 1st quality).....	124 @	11
American Blister.....	@	11
American, Cast, Tool.....	@	17
American, Cast Spring.....	@	11
American Machinery.....	114 @	12
American German Spring.....	9 @	

NAILS—Duty: Cut, 14; Wrought, 24. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d.	Common	per keg.	4	50	@	4	75
8d. and 9d.	"	"	"	"	@	5	"
6d. and 7d.	"	"	"	"	@	5	25
4d. and 5d.	"	"	"	"	@	5	50
3d.	"	"	"	"	@	6	25
2d. and 3d. Fine.	"	"	"	"	@	7	"
Cut Spikes, all sizes.		"	"	"	@	5	"

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Blanca.....	(gold), per lb.	— 34 @	— 36
Strata.....	(gold),	— 31 @	— 31
English.....	(gold),	— @	— 28
Plates—Fair to good brands.	Gold—		Currency.
I. C. Charcoal.....	per box 10	75 @ 11	12 62 @ 13 25
I. C. Coke.....	8 50 @ 9	— 10	— @ 10 75
Coke Terme.....	7 50 @ 8 50	9	— @ 10 25
Charcoal Terme.....	9 75 @ 10 25	11 50 @	12

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (In bulk)	—	64	@	—	6
Crude 40@47 gravity (In shipping order)	—	11	@	—	11
Refined, Standard White (In ship'g order)	—	164	@	—	16
Refined, S. W. (In jobbing lots)	—	164	@	—	17
Refined, S. W. (In tin)	—	21	@	—	25
Naptha, Refined (65@73 gravity)	—	10	@	—	10
Residuum	—	10	@	—	10

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	@	38
Copper, Bolts.....	@	40
Copper, Brasses (over 12 oz.)	@	40
Copper, Nails.....	@	27
Copper, Old Sheathing, &c., mixed lots.....	26½	27
Copper, American Ingot.....	@	27
Copper, English Pig.....	@	27
Yellow Metal, New Sheathing & Bronze.....	@	27
Yellow Metal, Bolts.....	@	32
Yellow Metal, Nails, Sheathing & Slatting	27	30

LEAD-DUFF: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. c.
 Spanish Ordinary.....(gold) per 100 lb. 6 87½ @ 6 —
 German Ordinary.....(gold) 6 87½ @ 6 —
 English.....(gold) 6 87½ @ 7 —

Bar	—	@ 9 25
Pipe	—	@ 10 50
Sheet	—	@ 10 50
Colwells, Shaw & Willard Tin-Lined Lead Pipe 16	c. pr. lb	
Tatham's improved Tin-Lined Lead Pipe	16 c.	

COAL—**Duff**: Bituminous, 75 cts. per ton of 28 bushels; 80 lb. to the bushel; Anthracite, **FREN**; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.....	16	—	@18	—
Liverpool House Cannel.....	—	—	@24	—
Anthracite (by cargo), per ton of 2,000 lb.	5	50	@	6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 3

	Th. 28.	F. 29.	Sat. 30.	M. 1.	Tu. 2.	W. 3.
Boston, Hart, & Erie.....	21	21	99	99	99	99
Canion Co.....	99	99	99	99	99	99
Central Pacific 6s.....	99	99	99	99	99	99
Central of N. Jersey.....	102	102	102	102	102	102
Chicago & Alton.....	104	104	104	104	104	104
pref.....	104	104	104	104	104	104
1 M.....	104	104	104	104	104	104
S. F.....	104	104	104	104	104	104
Inc. bds.....	104	104	104	104	104	104
Chicago, Burl. & Q.....	98	98	98	98	98	98
8s, 1883.....	98	98	98	98	98	98
Ohio, & Northwestern.....	65	65	64	64	64	64
pref.....	65	65	64	64	64	64
1st M.....	99	99	99	99	99	99
S. F.....	99	99	99	99	99	99
Consol.....	92	92	92	92	92	92
Ohio, Rock Isl. & Pac.....	109	109	108	108	108	108
Ohio, R. I. & Pa. 7s, 1896.....	102	102	102	102	102	102
Clev., Col., C. and Ind.....	85	85	85	85	85	85
Clev. & Pittsburg guar.....	87	87	87	86	86	86
2 M.....	87	87	87	86	86	86
3 M.....	98	98	98	98	98	98
4 M.....	98	98	98	98	98	98
Clev. and Toledo.....	85	85	85	85	85	85
S. F. 7s.....	85	85	85	85	85	85
Col., Chi., & Ind. C. Co.....	31	31	30	31	31	30
1 M.....	89	89	89	89	89	89
2 M.....	69	69	69	69	69	69
Del. & Hudson Canal.....	113	113	114	114	113	113
Del. Lack. & Western.....	100	100	100	100	100	100
1 M. 7s.....	100	100	100	100	100	100
2 M. 7s.....	100	100	100	100	100	100
Erie Railway.....	60	61	60	59	58	59
pref.....	72	72	73	72	73	73
1 M. 7s, 1897.....	104	104	104	104	104	104
2 M. 7s, 1897.....	104	104	104	104	104	104
3 M. 7s, 1883.....	104	104	104	104	104	104
4 M. 7s, 1880.....	104	104	104	104	104	104
5 M. 7s, 1888.....	104	104	104	104	104	104
7s, con. gold.....	104	104	104	104	104	104
Great Western 2d mort.....	87	87	87	87	87	87
Hambl. & St. Joseph.....	37	38	38	37	37	37
pref.....	52	52	52	52	52	52
8s, conv.....	90	90	90	86	86	86
Hudson River.....	85	85	85	85	85	85
2 M. S. F.....	85	85	85	85	85	85
3 M. 7s, 1875.....	85	85	85	85	85	85
Illinois Central.....	7s	7s	7s	7s	7s	7s
Lake Shore & Mich. 8th.....	92	93	92	92	92	92
Lake Shore Div. bonds.....	96	96	96	96	96	96
Marietta & Cin. 1st pref.....	100	100	100	100	100	100
2d pref.....	100	100	100	100	100	100
Michigan Central.....	91	91	91	90	91	91
S. F. 8s, 1882.....	113	113	113	113	113	113
M. S. and N. I. 1 M. S. F. 104	104	104	104	104	104	104
2 M.....	104	104	104	104	104	104
Mariposa Mining Co.....	104	104	104	104	104	104
pref.....	104	104	104	104	104	104
Milw. and St. Paul.....	51	51	50	50	50	51
pref.....	70	70	70	70	71	71
1st mort.....	100	100	100	100	100	100
2d mort.....	100	100	100	100	100	100
8s.....	100	100	100	100	100	100

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 2

Th. 28. F. 29. Sat. 30. M. 1. Tu. 2. W. 3

FEDERAL STOCKS:—		ALCO. F. & C. CO. M. L. T. & C. W. 3	
U. S. 5%, 1874, reg.....	.....	.....	.....
U. S. 5%, 1874, coup.....	.....	.....	.....
U. S. 5%, 10-40, reg.—113½	.....	.....	114
U. S. 5%, 10-40, coup.....	.....	114	114½
U. S. 5%, 1881, reg.....	.....	.....	.....
U. S. 5%, 1881, coup.—114½	114½	114½	114½
U. S. 5%, 1881, reg.....	.....	.....	117
U. S. 5%, 1881, coup.....	.....	.....	119½
U. S. 5%, 5-20, reg. '62.....	.....	.....	.....
U. S. 5%, 5-20, c. 1862.....	117	117	.....
U. S. 5%, 5-20, reg. '64.....	.....	.....	.....
U. S. 5%, 5-20, c. 1864.....	117½	.....	117½
U. S. 5%, 5-20, reg. '65.....	116½	.....	.....
U. S. 5%, 5-20, c. 1865.....	.....	119	.....
U. S. 5%, 5-20, r. n. '65.....	.....	.....	.....
U. S. 5%, 5-20, c. n. '65 117½	.....	.....	116½
U. S. 5%, 5-20, reg. '67.....	117½	117½	116½
U. S. 5%, 5-20, c. 1867 118½	.....	119	119½
U. S. 5%, 5-20, reg. '68.....	.....	.....	.....
U. S. 5%, 5-20, c. '68.....	.....	118½	118
U. S. 5%, Pac. RR issue.....	.....	.....	.....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 2

W.27. Th.28. F.29. Sat.30. M.1 Tu.2

Catawissa preferred	.....	.....	.....	.....	.....
Camden and Amboy	.....	.....	.....	.....	.....
.. 6s, 1875	.....	.....	.....	.....	.....
.. 6s, 1883	.....	.....	.....	.....	.....
.. 6s, 1889	.....	.....	.....	89	.....
.. mort. 6s, '89	.....	98	.....	.....	.....
Elmira & Williamsport	.....	.....	.....	.....	.....
.. pref.	.....	.....	.....	.....	.....
.. 7s	.....	.....	.....	.....	.....
Lehigh Navigation	37½	37½	38	.....	37½
.. 6s, 1884	90	.....	.....	90½	.....
.. Gold L.	.....	92	.....	92	92
.. R. R. L.	91½	.....	92½	.....	.....
.. Conv. L.	'77	.....	.....	.....	.....
Lehigh Valley R. R.	61	60½	60½	60½	60½
.. 6s new coup.	.....	.....	.....	96	.....
.. 6s new reg.	.....	.....	.....	.....	.....
Little Schuylkill R.R.	.....	.....	.....	.....	.....
.. 7s	.....	.....	.....	.....	.....
Minehill	.....	52	52	.....	.....
Morris Canal	.....	.....	.....	.....	.....
.. pref.	.....	122	.....	.....	.....
North Pennsylvania	49½	.....	.....	.....	.....
.. 6s, 1880	.....	.....	.....	.....	.....
.. 7s	102	.....	.....	.....	.....
.. 10s, 1887	.....	.....	.....	.....	.....
Northern Central	.....	.....	.....	.....	.....
Oil Creek & Alleg. Riv.	22	23	23½	24	23½
.. 7s	.....	.....	.....	.....	.....
Pennsylvania R. R.	53½	53½	53½	53½	53½
.. 1st M.	.....	100½	.....	.....	.....
.. 2d M.	.....	100½	.....	.....	.....
.. Gen. mort.	91½	91½	.....	92	.....
.. reg.	.....	.....	.....	.....	.....
Penn. State 6s, 1st series	.....	.....	.....	.....	.....
.. 6s, 2d series	104	103½	103½	.....	103½
.. 6s, 3d series	.....	.....	.....	.....	103½
Philadelphia City, 6s	.....	.....	98½	.....	99
.. new	101½	101½	101½	101½	101½
Philad. Germ. & Nor.	.....	.....	.....	.....	.....
Phila. & Reading	54½	54½	55	55½	55
Philadelphia and Erie	.....	.....	.....	.....	.....
.. 6s	90	.....	91	.....	.....
.. 7s	.....	.....	.....	.....	.....
Phila., Wilm. & Balt.	.....	.....	.....	.....	.....
Schuylkill Navigation	.....	.....	.....	.....	.....
.. pref.	.....	.....	.....	.....	.....
.. 6s, 1882	.....	72	.....	72	.....
.. 6s, 1876	.....	.....	.....	.....	.....
.. 6s, 1872	.....	.....	.....	.....	78
United Co. of N. Jersey	122	122	.....	122	122½
Hestonville, (Horse)	.....	.....	.....	.....	.....
Chestnut & Wal.	.....	.....	.....	.....	.....
Green & Coates	.....	.....	.....	.....	.....
2d and 3d streets	.....	58	58	.....	58
Spruce and Pine	.....	.....	.....	.....	.....
13th and 15th sts.	.....	.....	.....	.....	.....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 2.

W.27. Th.28. F.29. Sat.30. M.1. Tu.2

Baltimore City 6s, 1875.	90½	90½	90½	90½	90½
.. 1886	98½	98½	98½	98½	98½
.. 1890	98½	98½	98½	98½	98½
.. 1884	98½	98½	98½	98½	98½
.. 1900	98½	98½	98½	98½	98½
Balt and Ohio	171	170	170	170	170
.. bonds, 1875.	98½	98½	98½	98½	98½
.. 1880	98½	98½	98½	98½	98½
.. 1885	98½	98½	98½	98½	98½
Marletta & Cin. 1st M.	103	102½	102½	102½	102½
.. 2d M.	94	94½	94½	94½	94½
.. 3d M. 8s.	82½	82½	82½	82½	82½
Northern Central	82½	82½	82½	82½	82½
.. bonds, 1885	35	35	35	35	35
.. 1900	93	93	93	93	93
Pittsb. & Connellsv. 7s.	94	94	94	94	94
N. W. Va. 1st mort.	94	94	94	94	94
.. 2d mort.	94	94	94	94	94
.. 3d mort.	94	94	94	94	94
Virginia & Connal.	52½	52½	52½	52½	52½
.. Certif.	12	12	12	12	12
City Passenger R.R.	99½	99½	99½	99½	99½

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 3.

	Th. 28. F. 29. Sat. 30. M. 1. Tu. 2. W. 3				
Boston and Albany	145 1/4	145	145 1/4	145	145
Boston and Lowell	117	116 1/4	116	116	116 1/4
Boston and Maine	117	116 1/4	116	116	116 1/4
Boston and Providence	152	152	152	152	152
Boston, Hartford & Erie	31 1/4	31 1/4	31 1/4	31 1/4	31 1/4
Cheshire, pref.	98 1/4	98 1/4	98 1/4	98 1/4	98 1/4
Chl. Burl. & Quincy	101 1/4	101 1/4	101 1/4	101 1/4	101 1/4
Concord	101 1/4	101 1/4	101 1/4	101 1/4	101 1/4
Connecticut River	101 1/4	101 1/4	101 1/4	101 1/4	101 1/4
Eastern	101 1/4	101 1/4	101 1/4	101 1/4	101 1/4
Fitchburg	101 1/4	101 1/4	101 1/4	101 1/4	101 1/4
Manchester & Lowell	91	91	91	91	91
Michigan Central	91 1/4	91 1/4	91 1/4	91 1/4	91 1/4
Northern, N. H.	108	108	108	108	108
Ogdens. & Lake Cham.	60	60	60	60	60
Old Colony	111 1/4	111 1/4	111 1/4	111 1/4	111 1/4
Ph. Wl. & Baltimore	54 1/4	54 1/4	54 1/4	54 1/4	54 1/4
Port'd, Saco & Ports	80	80	80	80	80
Union Pacific	54 1/4	54 1/4	54 1/4	54 1/4	54 1/4
" Land Grant 7s	54 1/4	54 1/4	54 1/4	54 1/4	54 1/4
" Income 10s	54 1/4	54 1/4	54 1/4	54 1/4	54 1/4
Vermont & Canada	70	70	70	70	70
Vermont & Mass.	70	70	70	70	70
South Boston (Horse)	70	70	70	70	70
Cambridge	57 1/4	57 1/4	57 1/4	57 1/4	57 1/4
Metropolitan	57 1/4	57 1/4	57 1/4	57 1/4	57 1/4
Middlesex	57 1/4	57 1/4	57 1/4	57 1/4	57 1/4
Central Mining Co.	26 1/4	26 1/4	26 1/4	26 1/4	26 1/4
Copper Falls	26 1/4	26 1/4	26 1/4	26 1/4	26 1/4
Franklin	42	42	42	42	42
National	42	42	42	42	42
Powable	42	42	42	42	42
Quincy	42	42	42	42	42

London Stock Exchange.

	Closing	Aug. 15.	Aug. 22.
Atlantic & Gt. W. 1st mort., \$1,000..	73	75	74
Do. 2d mort., \$1,000..	66	68	67
Do. Con. mort. B'nds Bisch's Cert.	41	43	42
Do. Reorg. Scrip.	97	99	98
Do. Leas. Lines, Rental Bonds.	89	91	90
Detroit & Milwaukee 1st mort. Bonds	65	70	65
Do. 2d	65	70	65
Erie shares 100 dol. all paid.	47	47 1/2	47 1/2
Do. 6 per cent Convertible Bonds.	97 1/2	98 1/2	98 1/2
Cons. Mort. amount autho. to be issued for conv. of existing bonds.	95 1/2	96 1/2	96 1/2
Illinois Central \$100 shares all paid.	84 1/2	85 1/2	85 1/2
Do. Redemption mort. bonds 6 p.c.	103	101	103
Illinois & St. Louis Bridge 1st mort.	102	104	102
Marietta and Cincinnati Rail. Bonds.	82	86	83
Michigan Central 8s 1882, conv.	85	90	85
Panama 2d mort.	78	82	78
Panama General mort.	97	99	97
Pennsylvania, 2d mort.	97 1/2	98 1/2	97 1/2
Do. General mort.	96	98	96
Do. \$50 shares.	43 1/2	44 1/2	43 1/2
Philadelphia and Erie 1st mort.	98	100	99
Do. with option to be paid in Phila.	97	98	97

American Railroad Journal.

Saturday, September 6, 1873.

Stock Exchange and Money Market.

Money has been hardening in price to both speculative and mercantile borrowers, on a gradually increasing demand for aid, that for commercial purposes growing directly out of the expanding requirements of the Fall trade, which now promises quite encouragingly. There has been an enlarged outflow of currency to the interior, to further the movement of the crops to the seaboard; and this has told adversely on the currency reserves both at Bank, and in the U. S. Sub-Treasury. Call loan rates have been quoted more generally toward the close at 6@7 per cent, with strictly choice to prime discounts from 7@8 1/2 per cent per annum. The speculative demand for help has been more animated, in view of the livelier dealings at the Stock, and Gold Exchanges. The U. S. Sub Treasury, last week, reduced its currency reserve materially and added moderately to its coin hoard. The city banks last week reported a loss of nearly 7 3/4 millions in their deposit line with a decrease of about 1/4 of a million in their legal tender, and of over two millions in their specie reserves. They reduced their loan

and discount averages more than a million, and enlarged their circulation slightly.

Preparations are making by the new National Banks of the South and West, under the act of July, 1870, to take out the remainder of their circulation, \$8,000,000 in amount, before the 15th of September, as limited by the recent order of the Currency Bureau. Whatever sum then remains to be provided for by the deposit of Public Stocks will be distributed to the older Banks. The new Bankers are buying the 5 per cents of 1881 (Funded Loan) as the basis of this Circulation. Merchant paper and time loans on Stock collateral tend to dearer rates of interest.

The city banks have shown a further loss on their obligatory reserve, the last statement showing that they had \$5,906,450 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, enlarged its coin balance about \$391,033, and reduced its currency reserve \$1,122,928. Its currency reserves at the close of the week were \$32,220,337; and its coin hoard, \$50,811,601.

The clearances of the city banks averaged through the week about 74 1/2 millions a day, and amounted in the aggregate, for the whole week, to \$447,799,948, as against \$449,504,645 the preceding week.

The specie reserve of the city banks according to the latest return is \$23,095,200, against \$16,402,500 same time last year. The city bank deposits are now \$229,390,300 against \$219,036,200, week ending Aug. 31, 1872. The legal tender reserve amounts to \$44,729,300, against \$49,366,700 same time last year. The circulation now stands at \$72,281,900 against \$27,475,000 same time last year. The loans are now \$288,833,000 against \$288,812,400 at this date last year.

The coin reserve of the city banks is now about 23 1/2 millions, as against about 15 millions Feb. 21, 1873, and about 25 1/4 millions on the 20th of last July; the legal tender reserve is a little over 44 1/2 millions against about 34 1/2 millions April 5th, 1873, and 55 1/2 millions on the statement of June 15th, 1872; and the deposits are now about 220 3/4 millions, against 186 1/2 on the 12th of April, 1873, and 247 1/2 millions on the 20th of July 1872.

A fair yield from excises and customs has been noted by the Treasury Department during the week. The excises yielded within the week about two millions, and thus far in the current fiscal year commencing with July 1, 1873, \$17,346,306. The customs at the port of New York, for the week, were \$3,279,523, and at the outports, about \$1,100,000 more, in coin or coin certificates.

Under the Treasury programme for September, Government proposes to sell at least six millions of Gold, as follows: Thursday, September 4, \$1,500,000; Thursday, September 11, \$1,500,000; Thursday, September 18, \$1,500,000; Thursday, September 25, \$1,500,000. And to buy in, on Wednesday, Sept. 17, at least \$500,000 Five Twenties.

The outstanding amount of U. S. Currency, on the 1st of September, was \$401,583,434, as follows: Old demand notes, \$79,937,500; legal-tender notes, new issue, \$78,236,551; legal-tender notes, series of 1869, \$277,763,449; one-year notes, 1863, \$83,615; two year notes, 1863, \$25,950; two year coupon notes 1863, \$31,100; compound interest

notes, \$473,240; fractional currency, first issue, \$4,849,694 46; do. second issue, \$3,161,502 17; do. third issue, \$3,424,498 67; fourth issue, first series, \$21,602,440 98; do. second series, \$10,555,955 25; fractional currency, fourth issue, third series, \$1,795,500.

The U. S. Sub-Treasury office last week received \$4,105,959 of currency, and \$6,114,057 of gold, the latter including \$3,435,000 from customs; and disbursed \$5,228,886 of currency and \$5,723,025 of gold, the latter embracing \$2,342,609 of coin interest.

The aggregate receipts of the office from all sources in August, were \$70,573,442, including \$13,454,759 from customs; payments, on all accounts, \$55,892,086, including \$5,421,843 of coin interest.

Gold has been in more confident speculative demand toward the close, with a fairly active customs inquiry, and a limited call for export. The later dealings at the Gold Board indicated a stiffening tendency in the premium, under the clique manipulations. The range of the price during the week has been from 115 1/4 @ 116 1/4, and the quotation on Wednesday was 115 3/4 against 115 3/4 on Wednesday of the preceding week. The specie outflow last week, was only \$39,428. The Gold Exchange Bank clearances have averaged about 50 1/4 millions per day during the week.

The customs demand for Gold last week, averaged \$546,600 a day. The arrivals of specie from Europe, Havana and other foreign ports thus far in 1873, have been \$2,176,151, against \$2,797,422 in 1872. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been \$87,831,258 against \$103,900,798 during the same time in 1872.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, \$53,697,372, against \$58,940,859 during the same time in 1872.

The export drain of specie was \$399,427 last week, against \$367,589 same week preceding year. The shipments since January 1, 1873, have been \$39,789,199 against \$57,334,806 during the same portion of 1872.

Foreign Exchange closed heavily and irregularly, influenced by the large and urgent offerings of bills and the comparatively limited demand. Bankers' sixty day bills on London closed on Wednesday at 107 1/4 @ 107 3/4; sight bills on London, at 107 1/2 @ 108 1/2. The week's exports of Domestic Produce have been to the currency value of \$5,420,244.

Government securities have been quoted firmer, and have been fairly active, considering the limited offerings of all issues. The public debt statement of Sept. 1, indicated a further liquidation of \$6,752,829.

U. S. sixes of 1881 closed on Wednesday of this week at 119 3/4 @ 119 1/4; U. S. Five-Twenties of 1862, 116 1/2 @ —; U. S. Five-Twenties of 1864 at 117 @ 117 1/2; U. S. Five-Twenties of 1865 118 1/2 @ 118 3/4; U. S. Five-Twenties of 1866 consolidated 116 1/2 @ 117 1/2; U. S. Five-Twenties of 1867, 118 1/2 @ 118 3/4; U. S. Five-Twenties of 1868, 117 @ 118; U. S. Ten-forties at 118 @ 113 1/2; U. S. Fives of 1881 (Funding Loan) 114 1/2 @ 114 1/4; Six per cent. currency Sixes from 113 1/2 @ 113 1/2.

The Railway and Miscellaneous share specu-

lation has been quite active in the prominent street favorites, and, toward the close, buoyant as to prices.

Railway Mortgage Loans have been more inquired for and quoted firm. Central Pacific Sixes have been selling to a fair extent at from 99 $\frac{3}{8}$ @99 $\frac{1}{2}$. The Chesapeake and Ohio Seven per cent gold bonds have been selling to a fair extent at 90, and interest. Chesapeake and Ohio Sixes have been moderately active at 88 $\frac{1}{2}$ and interest. Western Pacific Sixes at 92 $\frac{1}{2}$ @92 $\frac{3}{4}$. The Northern Pacific 7-30 Loan has been in good demand at par and interest.

State bonds have been moderately active at generally steady prices, for the favorite issues.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 20.	Aug. 27.	Sept. 3.
Consols	92 $\frac{3}{4}$	92 $\frac{3}{4}$	92 $\frac{1}{2}$
U. S. 5-20s, 1885.....	94 $\frac{7}{8}$ @95	95 $\frac{1}{8}$	95 $\frac{3}{8}$
" 1867	95 $\frac{1}{8}$	95 $\frac{1}{4}$	95 $\frac{1}{4}$
" 10-40s	90 $\frac{1}{4}$	90 $\frac{1}{4}$	90 $\frac{1}{4}$
New Fives of 1881.....	91 $\frac{1}{4}$	91 $\frac{1}{8}$	91 $\frac{1}{8}$
Erie	46 $\frac{3}{4}$	48 $\frac{1}{8}$	48 $\frac{1}{8}$
Ill. Central.....	86	86	—

* Ex Sept. coupon.

General business has been more satisfactory as to the volume of dealings in foreign merchandise, as well as in domestic produce. Prices have generally shown more firmness. The Metal trade has been rather brisker. Copper has been quoted steady, but has been quite moderately dealt in; 100, 000 lbs. Lake at 26 $\frac{3}{4}$ c.@27c. Iron has been generally held with more confidence in view of the reported rise in the English markets, and the announcement that the new German tariff would take effect on the 1st of October. The demand has been more animated, especially for Pig. Sales have been reported of 800 tons Glengarnock Pig at \$44, now quoted at \$45, with Eglinton at \$44. The reported dealings in American product have been limited, with quotations about as in our last. We quote: Eglinton Pig at \$43; Glengarnock, at \$44; No. 1 American Pig at \$43 @ \$45; No. 2 do. at \$38 @ \$42; English rails at \$64 @ \$65 gold; American Rails, at works, at \$77 50; Old Rails \$46 @ \$47; Wrought Scrap, \$40 @ \$45 from dock and yard. Pig Lead has been very dull with foreign quoted at 6 $\frac{1}{2}$ c., gold, for ordinary, and domestic at 6 $\frac{1}{4}$ c.@6 $\frac{3}{4}$ c., gold. Spelter has been very quiet at \$7 37 $\frac{1}{2}$ @ \$7 60, gold. Pig-iron has been in limited demand, with Straits quoted at 31c.; English at 28c.@28 $\frac{1}{2}$ c., on sales of five tons, and Banca, at 34 $\frac{1}{2}$ c.@34 $\frac{3}{4}$ c., gold. Tin Plates, have been rather more active, at full previous rates. Sales, 1,000 boxes Charcoal at \$10 75; 500 boxes Coke at \$8 75; and 500 boxes Charcoal Terne, at \$10 gold. Charcoal Plates quoted at \$10 75 @ \$11 12 $\frac{1}{2}$; Charcoal Terne, \$9 62 $\frac{1}{2}$ @ \$10 25; Coke, \$8 50 @ \$8 87 $\frac{1}{2}$; Coke Terne, \$7 50 @ \$8 37 $\frac{1}{2}$, gold, per box. Zinc dull and unchanged.

Foreign merchandise has been more active and generally firm as to price. The week's imports of foreign goods and merchandise amounted to \$8,465,884 including \$2,862,116 of dry goods.

The leading kinds of domestic produce have been more sought after, especially Breadstuffs, Provisions, Cotton, Wool and Tobacco, with holders evincing more firmness. Middling upland Cotton left off buoyantly at 20 $\frac{3}{4}$ c. per lb. The receipts at all the ports, year ending Sept. 1,

were \$3,564,045 bales, against 2,705,523 bales the preceding year; exports 2,665,113 bales against 1,951,995 bales the previous year; stock at the ports at latest dates, 48,899 bales against 57,959 bales same date in 1871.

Ocean freights have been quite active, with rates quoted firmer, room and tonnage having been offered reservedly. The main call for accommodation has been from Grain and Petroleum Shippers.

At the Live Stock Markets, Beeves have been in fair demand at from 6 $\frac{1}{2}$ @12 $\frac{1}{2}$ cts. the better grades showing firmness. Veals at 5@10 cts.; Sheep at from 4@6 $\frac{1}{4}$ cts.; Spring Lambs 5@9 cts.; Swine at 5 $\frac{1}{4}$ @5 $\frac{3}{4}$ cts. per lb., all live weight. The week's receipts were 9,243 Beeves, 2,629 Veal Calves, 23,381 Sheep and Lambs, and 36,347 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Pacific pref., 26; St. Louis, Kansas City and Northern pref., 44; Illinois Central scrip, 100 $\frac{1}{2}$; Ohio and Miss. 7s, consol., 91 $\frac{1}{4}$; Detroit, Monroe, and Toledo 1st mort., 97; E. Tenn., Va. and Ga. 1st mort., 91 $\frac{1}{2}$; Nashville and Decatur 1st mort., 91; Cedar Falls and Minnesota 1st mort., 78 $\frac{1}{2}$; New Jersey Southern R. R., 27 $\frac{1}{2}$; do. 1st mort., 74; Burlington, Cedar Rapids and Minnesota 1st mort., 87; Western Pacific R. R. bonds, 92 $\frac{1}{2}$; Albany and Susq. R. R. 93; do. 2d mort., 98; Long Dock bonds, 95 $\frac{3}{4}$; St. Louis and Iron Mt. 1st mort., 97; Central of New Jersey 1st mort., new 105; Western Union Telegraph, 92; do. 7s, 98; Maryland Coal, 24; Cumberland Coal and Iron, 79; Consol Coal of Md., 55; Wells-Fargo Exp., 75; U. S. Exp., 68 $\frac{1}{2}$; Am. Exp., 91 $\frac{1}{4}$; Adams Exp., 92 $\frac{1}{4}$; N. J. Central L. and Imp., 65; N. Y. State 7s, B. L., reg., 104 $\frac{1}{2}$; Louisiana 6s, old, 49; Ohio 6s, 1881, 102; Texas 10s, 1876, 85; Brooklyn 6s, W. L., 93 $\frac{3}{4}$.

Philadelphia.—Reading Coal and Iron bonds, 90; Pennsylvania Canal 6s, 69; Lehigh Nav. conv. gold loan, 92 $\frac{1}{2}$; Philadelphia and Reading 7s, 1893, 103; do. Gen'l mort. 7s, reg., 103; do. coupon, 101 $\frac{1}{4}$; do. debent. bonds, 79; do. 7s, new, conv., 102 $\frac{1}{2}$; Wilmington and Reading 1st mort., 99 $\frac{1}{2}$; Schuylkill Nav. 6s, boat loan, 75; West Jersey R. R. 7s, 103; do. 6s, 94; Lehigh Valley 7s, 102; West Chester and Philadelphia R. R. 7s, 103 $\frac{1}{4}$; Sunbury and Erie 7s, 102 $\frac{1}{2}$; Pennsylvania and New York 7s, 100; Pittsburg, Cincinnati and St. Louis 7s, 74 $\frac{3}{4}$; Catawissa 7s, new, 100; Cayuga Lake R. R. 1st mort. 7s, 96; Harrisburg and Lancaster R. R., 51; Camden and Atlantic pref., 42 $\frac{3}{4}$; Nesquehoning R. R., 54; Camden City 7s, 102. The latest quotations are: City 6s, 98 $\frac{1}{2}$ @98 $\frac{3}{4}$; do. free of tax, 101 $\frac{3}{8}$ @101 $\frac{1}{2}$; Pennsylvania State 6s, 1st series, 100@100 $\frac{1}{2}$; do. 2d series, 103 $\frac{1}{4}$ @103 $\frac{3}{4}$; do. 3d series, 108 $\frac{3}{8}$ @108 $\frac{1}{2}$; Philadelphia and Reading 55@55 $\frac{1}{2}$; do. Gen'l mort. 7s, coup., 101@102; do. reg., 102 $\frac{1}{2}$ @103; do. mort. 6s, 1880, 96@—; do. 7s, new, conv., 102@102 $\frac{1}{2}$; United New Jersey R. R. and Canal Co., 122@122 $\frac{1}{2}$; Camden and Amboy mort. 6s, 1889, 96@97; do. 1883, 90 $\frac{1}{4}$ @92; do. 1889, 88 $\frac{1}{2}$ @89 $\frac{1}{2}$; Pennsylvania R. R., 53 $\frac{3}{8}$ @53 $\frac{3}{8}$; do. 1st mort., 100 $\frac{3}{8}$ @100 $\frac{3}{4}$; do. 2d mort., 100@101; do. General mort. coupon, 91 $\frac{1}{4}$ @92; do. reg., 96 $\frac{1}{2}$ @97; Little Schuylkill R. R., 46 $\frac{3}{8}$ @46 $\frac{1}{2}$; Morris Canal, 48@50; do. pref., 122@124; do. 6s, 94@95; Susquehanna Canal, 60@8; do. 6s, 68@75;

Schuylkill Nav., 6@7; do. pref., 12@12 $\frac{1}{2}$; do. 6s, 1882, 71 $\frac{3}{4}$ @72; do. 1872, 78@79; Elmira and Williamsport pref., 88@88 $\frac{1}{2}$; do. 7s, 1873, 94@95; 5s, do. 58@65; Lehigh Coal and Navigation 37@37 $\frac{1}{2}$; do. 6s, 1884, 90@90 $\frac{1}{2}$; do. R. R. Loan, 92 $\frac{1}{2}$ @93; do. Gold Loan, 91 $\frac{1}{2}$ @91 $\frac{3}{4}$; North Pennsylvania, 49 $\frac{1}{2}$ @50; do. 6s, 99 $\frac{1}{2}$ @99 $\frac{1}{2}$; do., 7s, 101 $\frac{3}{4}$ @102 $\frac{1}{4}$; do. Chattle 10s, 110@112; Philadelphia and Erie, 24@25; do. 6s, 90@91; Minehill, 51 $\frac{1}{2}$ @52; Catawissa, 19@20; do. pref., 42 $\frac{1}{2}$ @43; do. new pref., 32@33; do. 7s, 1900, 99@101; Lehigh Valley, 60 $\frac{1}{2}$ @60 $\frac{1}{2}$; do. 6s, new coupon, 96@96; do. reg., 97 $\frac{1}{2}$ @—; do. 7s, 101 $\frac{1}{2}$ @102 $\frac{1}{2}$; Fifth and Sixth streets, (horse), 52@54; Second and Third, 57 $\frac{3}{4}$ @59; Thirteenth and Fifteenth, 19@21; Spruce and Pine, 30@33; Green and Coates 46@48; Chestnut and Walnut, 60@70; Hestonville, 18@19; Germantown, 30@—.

Boston.—Chicago, Burlington and Quincy 7s, 94 $\frac{1}{2}$; Burlington and Missouri River R. R. in Nebraska, 46; do. 8s, in Nebraska, 1894, 95; Boston and Maine R. R. 7s, 1892, 104; Atchison, Topeka and Santa Fe 1st mort. 7s, 69; do. 7s, L. G., 69 $\frac{1}{2}$; Eastern R. R. 7s, 1882, 100 $\frac{1}{4}$; Ogdensburg and Lake Champlain 8s, 1879, 91 $\frac{1}{4}$; Cape Cod 7s, 1881, 99 $\frac{3}{4}$; Ottawa, Oswego and Fox River Valley 8s, 1890, 94 $\frac{3}{4}$; Vermont Central 1st mort., 26; do. 2d mort., 7 $\frac{3}{4}$; Vermont and Canada Equipment 8s, 79; Boston and Albany 7s, 1892, 104 $\frac{3}{4}$; Old Colony R. R. 7s, 102; Connecticut and Passumpsic Rivers R. R. pref., 86 $\frac{1}{4}$; do. 7s, 1876, 97; Worcester and Nashua R. R., 132 $\frac{1}{2}$; Norwich and Worcester R. R., 130; Rutland R. R. pref., 52; do. scrip. No. 4, 83; Cincinnati, Sandusky and Cleveland R. R., 12; Summit Branch R. R., 42; Cary Imp., 8 $\frac{3}{4}$; Boston Water Power Co., 25 $\frac{1}{2}$; New Hampshire 6s, 98 $\frac{1}{2}$; do. 1902, 98 $\frac{1}{4}$; Massachusetts 5s, 1894 reg., 100; Boston 6s, 1874, 99 $\frac{1}{4}$; do. 1876, 99; Lowell 6s, 1890, 94; Chicago 7s, 1899, 99 $\frac{3}{8}$; Cleveland, 7s, 1892, 101 $\frac{3}{8}$; Nashua (N. H.) 6s, 1892, 91; Cook Co., Ills., 7s, 1885, 98 $\frac{1}{2}$; Cambridge 6s, 1893, 94; Worcester 6s, 1892, 93 $\frac{1}{2}$; Cincinnati 7s, 1891, 102; Allouez Mining Co., 14 $\frac{3}{4}$; Calumet and Hecla, 15 $\frac{1}{4}$; Dana, 1; Rocknda, 3.

Baltimore.—Maryland Defense bonds, 104; Virginia consols, coupons, 79 $\frac{3}{4}$; Indianapolis 8s, 100 $\frac{3}{8}$; Grange, Alex. and Manassas 7s, 81 $\frac{1}{2}$; Wilmington, Columbia and Augusta 1st mort. 7s, 75 $\frac{3}{4}$; Northern Central 6s, 1900, gold, 91; Orange and Alexandria 4th mort. 8s, 80; Central Ohio R. R., 40 $\frac{1}{2}$; do. 1st mort., 89; Richmond and Danville 1st mort., 75. The latest quotations are: Wilmington, Columbia and Augusta bonds, 75@76; Wilmington and Weldon bonds, 93@94 $\frac{1}{2}$; Pittsburg and Connellsville 7s, 1898, 93@94; Baltimore and Ohio, 165@175; do. 6s, 1875, 98 $\frac{1}{4}$ @98 $\frac{1}{2}$; do., 1880, 98 $\frac{1}{4}$ @98 $\frac{1}{2}$; do., 1885, 98 $\frac{1}{4}$ @98 $\frac{3}{4}$; Parkersburg Branch, 11@12 $\frac{1}{2}$; Northern Central, 85@86; do. 6s, 1885, 91 $\frac{1}{4}$ @92; do., 1900, 88@90; do., 6s, 1900 gold, 90 $\frac{3}{8}$ @91; N. W. Va. 1st mort., —@92 $\frac{1}{2}$; do., 2d mort., 94@97; do., 3d mort., 1885, —@95; Marietta and Cincinnati 1st mort. 7s, 1892, 102@103 $\frac{1}{4}$; do., 2d mort., 7s, 93@95; do., 3d mort., 8s, 81 $\frac{1}{2}$ @82; Central Ohio, 40 $\frac{1}{2}$ @42; do. pref., 40@41 $\frac{1}{2}$; do. 1st mort., 85@86; Western Md. 1st mort. 6s, 1890, 84 $\frac{1}{2}$ @—; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95 $\frac{1}{2}$ @97; do. 3d mort., guar., 96@96 $\frac{1}{2}$; do. 2d mort. pref., 75@79; do., 2d mort. guar. by Washington

Co., 81@90; Richmond and Danville 1st mort., 75@75½; Orange and Alexandria 1st mort. 6s, 92@96; do., 2d mort. 6s, 85½@87; do., 3d mort. 8s, 90@91; do., 4th mort. 8s, 79½@79¾; Orange, Alex. and Manassas 7s, 80@81½; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., —@76½; do. 8s, 3d mort., 87½@88; Baltimore 6s 1875, 98¾@99; do., 1884, 98½@99½; do. 1886, 98¾@99; do. 1890, 98¼@98½; do., 1893, 100@100; do. 1893, exempt, 101@103; do., 1900, exempt, 98@99; do. 1900, new, 98@98½; do. 1902, 97¾@98; Memphis City 6s, 51@53; Maryland Defense Loan, 1883, 104@104; Virginia 6s, old, 37@—; do. coupon old, 36½@88; do. consol. 6s, 51¾@52½; do. coupons, 79½@79¾; West Virginia, 12@13; City Passenger R. R., 17@18½; George's Creek Coal, 120@140.

OFFICE OF FISK & HATCH.

No. 5 NASSAU-ST., NEW YORK, Sept. 1, 1873.

The CHESAPEAKE AND OHIO RAILROAD, is now completed and in regular operation. To increase its Equipment, and perfect its Terminal facilities, and Deep-water connections with European Steam-ship Lines, and to accommodate the heavy Coal and Mineral Traffic together with the growing Iron and Miscellaneous Local and Through Business now pressing upon the Line, we are selling, on behalf of the Company, a limited amount of their **SEVEN PER CENT. GOLD BONDS**, secured by mortgage liens on the whole valuable property at 90 and accrued interest; \$1,000 each, either coupon or registered, payable in gold coin, in New York City, principal and interest; interest Jan. 1 and July 1.

We also have a small amount of the **OLD SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO**; the price of these is 88½ and accrued interest. They are issued in denominations of \$100, \$500, and \$1,000, interest payable May and November.

The property has cost already upward of \$38,000,000, and is constantly increasing in value. We can recommend both classes of the Bonds, which are selling rapidly, with great confidence.

We also continue to deal in **Government, and Central Pacific, and Western Pacific Bonds**, execute orders at the Stock Exchange for investment Stocks and Bonds, receive Deposits, on which we allow interest at the rate of 4 per cent. per annum, and conduct a general Banking business.

FISK & HATCH.

The Poughkeepsie News says: "We learn that several European capitalists (engaged in the manufacture of iron in England), associated with some of our citizens, have about completed their arrangements for the establishing in this city one of the largest iron manufacturing establishments in the United States. The capital employed will be several millions of dollars. It is proposed by the company to enter largely into the manufacturing of steel rails and other iron work for railroad and bridge purposes."

The earnings of the Erie Railway Company for the week ending Aug. 23, 1873, were \$479,287, and since July 1, \$3,018,378—an increase over the corresponding period of the previous year of \$223,514.

Prevention of Cruelty to Animals.

The following is a copy of an act passed by Congress to prevent cruelty to animals while in transit by railroad or other means of transportation within the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That no railroad company within the United States whose road forms any part of a line of road over which cattle, sheep, swine, or other animals shall be conveyed from one State to another, or the owners or masters of steam, sailing, or other vessels carrying or transporting cattle, sheep, swine, or other animals from one State to another, shall confine the same in cars, boats, or vessels of any description, for a longer period than twenty-eight consecutive hours, without unloading the same for rest, water, and feeding, for a period of at least five consecutive hours, unless prevented from so unloading by storm or other accidental causes. In estimating such confinement the time during which the animals have been confined without such rest on connecting roads from which they are received shall be included, it being the intent of this act to prohibit their continuous confinement beyond the period of twenty-eight hours, except upon contingencies hereinbefore stated. Animals so unloaded shall be properly fed and watered during such rest by the owner or person having the custody thereof, or in case of his default in so doing then by the railroad company or owners or masters of boats or vessels transporting the same at the expense of said owner or person in custody thereof; and said company, owners or masters shall in such cases have a lien upon such animals for food, care, and custody furnished, and shall not be liable for any detention of such animals authorized by this act. Any company, owner or custodian of such animals who shall knowingly and wilfully fail to comply with the provisions of this act shall, for each and every such failure to comply with the provisions of this act, be liable for and forfeit and pay a penalty of not less than one hundred nor more than five hundred dollars: *Provided, however*, That when animals shall be carried in cars, boats, or other vessels in which they can and do have proper food, water, space, and opportunity for rest, the foregoing provisions in regard to their being unloaded shall not apply.

Section 2. That the penalty created by the first section of this act shall be recovered by civil action in the name of the United States, in the circuit or district court of the United States, holden within the district where the violation of this act may have been committed, or the person or corporation resides or carries on its business; and it shall be the duty of all United States marshals, their deputies and subordinates, to prosecute all violations of this act which shall come to their notice or knowledge.

Section 3. That any person or corporation entitled to lien under the first section of this act may enforce the same by petition filed in the district court of the United States holden within the district where the food, care, and custody shall have been furnished, or the owner or custodian of the property resides; and said court shall have power to issue all suitable process for the enforcement of such lien by sale or otherwise, and to compel the payment of all costs, penalties, charges, and expenses of proceedings under this act.

Section 4. That this act shall not go into effect until the first day of October, eighteen hundred and seventy-two.

Approved, March 3, 1873.

The Pittsburg Commercial, of the 22d ult., says: "We learn, incidentally, of two lots of Lake Superior pig iron, one of 2,000 tons, and one of 3,000, ordered at the furnaces for shipment to England. One of the lots is ordered nominally for Montreal, but it is understood to be for English consumption. Our information is so nearly direct that we entertain no doubt of the facts as stated."

We have been requested by Mr. Isaac Hinckley, President of the Philadelphia, Wilmington and Baltimore Railroad Company, to contradict the following statement which appeared on the first page of our last issue:

"A committee of the directors of the Philadelphia, Wilmington and Baltimore Railroad have awarded to the Baltimore Bridge Company the contract to replace the present wooden bridge now spanning the Susquehanna river at Havre de Grace by an iron structure. In all there are twelve spans in the bridge, each two hundred feet in length."

In a postscript to his letter Mr. Hinckley says:

"You may have heard that I authorized our Engineer to contract for one span of 250 feet in length to replace a span injured by a tornado—but how it should grow into twelve spans of 200 feet contracted for by a Committee of Directors I cannot conceive."

Direct railroad communication between Hagerstown and Martinsburg is being rapidly consummated. The Hagerstown Daily says that the advance gang of workmen engaged in laying the track of the extension of the Cumberland Valley Railroad are now within four miles of Martinsburg, and are progressing at the rate of about one half mile per day. Other gangs engaged in ballasting the road are following closely, and it is the intention of the company to open the road to trade and travel on the 8th of September.

The Philadelphia Ledger reports the total anthracite coal tonnage for the week ending August 23, at 456,357 tons, and for the coal year 12,329,253 tons, against 12,024,801 tons to corresponding time last year, being an increase of 294,452 tons. The bituminous tonnage for the week is 57,133 tons, and for the year 1,998,266 tons, giving a total of all kinds for the week of 513,490 tons, and for the year of 14,327,674 tons, against 13,803,479 to same time last year, being an increase of 524,195 tons.

There are now constructed on the Northern Pacific Railroad five hundred and seventeen miles, including four hundred and fifty-two miles from Duluth to Bismarck at the eastern end, and sixty five miles from Kalama to Terrino at the Pacific end. Another portion of the road two hundred and five miles in length is to be placed under construction immediately.

The Erie Railway Company has declared a dividend of 3½ per cent on the preferred stock and one per cent on the common stock, payable on the 1st of October. The books will be closed from the 13th of this month to the 2nd of October.

The estimated earnings of the Kansas Pacific Railway for the week ending Aug. 22, are: freight, \$49,348 74; passengers, \$30,113 38—total, \$79,462 12.

The estimated earnings of the Denver and Rio Grande Railway for the week ending August 7th 1873, were: freight, \$4,050 42; passengers, \$4,802 97—total, \$8,853 39.

The Portland Company, besides repairing the shops injured by the late fire, is building a car-shop of brick 170 by 60 feet, with an addition 50 by 20 feet, to be finished in a month or two.

Journal of Railroad Law.

RAILROAD COMPANIES—THEIR DUTIES AS TO MAN-
NERS OF LAYING TRACKS—PRESUMPTION OF NE-
GLIGENCE.

The recent case of *Worster vs. The Forty Second Street and Grand Street Ferry Railroad Company* (50 N. Y., 203), was an action brought to recover damages for injuries sustained by a horse of plaintiffs, occasioned by an alleged defect in defendant's track.

Defendant owns and operates a railroad running through and over Houston Street in the City of New York. On the 12th of April, 1864, plaintiff was driving a pair of horses, belonging to him over the track, one horse stepped into a hole, was thrown down and injured, and in consequence died.

The court dismissed the complaint upon the ground that there was no evidence showing defendant was aware of the bad condition of its track, or that the same was in such a condition for a length of time that would imply knowledge. The General Term reversed this decision.

The following is the opinion of the court delivered by—

CHURCH, CH. J.—We are to assume that the defendants had a lawful right to lay their tracks in the street, where the injury occurred, but this right carries with it the obligation to lay the tracks in a proper manner, and keep them in repair, and if an injury occurs by reason of neglect in either of these respects the defendants are liable in damages. (*Flash vs. The Third Ave. R. R., Co.*, 1 Daly, 148, 11 Penn., 141). The defect was immediately connected with the track and was plainly visible to the employees of the defendants who were constantly operating the road. The duty of remedying the defect was affirmative and absolute. Notice to the defendants of the defect was not necessary. (35 N. Y., 58). It was their duty to know it. It was patent and an omission to know that such a defect existed was *prima facie* negligence as much as an omission to repair after notice. The facts tended to prove that the defect had existed for some days. The learned judge who presided non suited the plaintiff because the defendants had no notice of the defects, and because they had not existed for such a length of time as to create the presumption of knowledge. The ruling was erroneous. The presumption of knowledge arises from the existence of the defects themselves. The plaintiff was only required to show that the injury resulted from the road being out of repair, and if circumstances existed showing absence of negligence it was for the defendant to prove them. The presumption of negligence was complete when it appeared that the defects existed and an inquiry was caused thereby. In some cases notice to municipal corporations, express or implied, of defects or obstructions in the streets, is requisite to create a liability for an injury produced by reason of them, but the authority of these cases has no application here, (*Hudson vs. Mayor, &c.*, 9 N. Y., 163). Judgment of reversal must be affirmed.

Judgment affirmed.

The Harsimus branch of the Pennsylvania Railroad, extending from the railroad cut in Bergen Hill to the new depot in course of erection in Harsimus Cove, is completed. It will be used exclusively for freight trains.

Railways in India.

The annual report of Mr. Juland Danvers, Government Director of Indian Railway Companies, has been presented to Parliament. The report contains the following information on the condition and prospects of Indian Railways:—

A length of 305 miles was added during the year 1872 to the 5,089 miles of line which were open for traffic at its commencement, and during the present year 127 miles more have been completed, so that the railway system now open in India extends over 5,512 miles. Fair progress has been made with the works on the State lines, and during this year between 200 and 300 miles will probably be opened. An additional length of 150 miles on the Oude and Rohilkund line will also be finished and opened before November next. The works on this line which give most trouble are the bridges, especially those over the Ganges at Cawnpore and at Rajghat. The importance of obtaining good foundations below where the scour can possibly reach them has been demonstrated by dearly bought experience. Hardly a season passes without bridges breaking down and embankments being cut through by the streams they were respectively constructed to cross over and to check. During the floods of last year the Sutlej bridge, on the Punjab Railway, gave way, and on the Northern State line the unfinished works on the Jhelum and Ravee bridges were damaged. Several bridges on the Bombay, Baroda, and Central India Railway were also carried away in September last. "The fact is," says Mr. Danvers, "that when railways were first proposed for India, although a great many difficulties were started which on near approach disappeared, the great difficulty of crossing the rivers and of withstanding the force of the floods was not apparently sufficiently considered or estimated. The rivers of India, which rise in the various mountain ranges some thousands of miles from the sea, cut their way through soils of so soft and shifting a character that in many places a new channel, sometimes miles away from its original course, is frequently formed, and the old bed is left dry." A curious instance of a change of channel occurred last year, when a notification appeared in the *Calcutta Gazette*, transferring thirteen villages from one district to another, in consequence of the Ganges having so changed its course as to leave them on the south instead of the north bank. The process of erosion is thus described by the late Captain Wood in his *Journey to the Source of the Oxus*:—"When the waters of the Indus are low, the noise caused by the tumbling in of its banks occurs so frequently as to become a characteristic of the river. During the silence of night the ear is assailed by what at first might be mistaken for the continued discharge of artillery; two, three, and even four reports are often heard within the minute, and even thirteen have been counted in that short space of time." "The seasons in India," Mr. Danvers reminds us, "have a very different effect upon the water-courses to that which we generally see in Europe. The rainfall is confined to certain months, and, in some places, to certain weeks and days, while the rest of the year is dry and hot. In many cases river beds which may be easily forded and even waded at one season become channels for wide and impetuous streams in another. It was, of course, a part of the engineer's duty to study this characteristic and to provide against the danger. His investigations were, however, thwarted by imperfect data, and what, from recorded information observation, was considered to be the maximum volume of water that ever passed through a certain channel in the height of the floods has been frequently exceeded." Major-General Beadle, R. E., writing very recently concerning the works on the Oude and Rohilkund Railway, points out that in 1870 and 1871 the floods were so excessive and so entirely unforeseen that the estimates submitted and the project prepared had to be re-considered and altogether superseded; the bank had to be raised and the designs of bridges to be revised, increasing largely the waterway,

These floods fortunately occurred before the works were much advanced. This, however, has not been the case in other places. Disasters have accordingly occurred, and much damage has been inflicted on several railway bridges. Now that more is known more will be done to avert the mischief, but, after taking every precaution, there will always be considerable difficulty where shifting streams have to be encountered, and where foundations have to be laid in soil subject to a scour of 50 and 60 feet in depth. The only approach in Europe to this condition of things is in the northern plains of Italy, and last year we had an example of how human ingenuity and skill have been unable to cope with the streams which rush down from the Alps in the autumn and early winter. With regard to future extensions we are informed that no new undertakings were sanctioned during the past year. In the present circumstances of railway enterprise in India it is not surprising that the policy of Government in regard to future extensions should be marked by caution. So long as industrial works in India must be undertaken by Government, or, what amounts to the same thing, so far as financial risk is concerned, by guaranteed companies, and so long as the result of the working of existing lines involves a contribution from the revenue of the country to make up the amount due for interest on the outlay, the Government is right in requiring proof, or the strongest evidence in support of the belief, that future railways, whether undertaken by government or companies, will turn out to be remunerative in one shape or another. Indirect as well as direct gains, of course, enter into the calculation. The improvement of the material prosperity of the country is the end aimed at through all such works. But if the revenue of the country will not be increased, directly, by remunerative profits from the new lines themselves, or indirectly, by augmented receipts from existing lines, by saving the national expenditure or by improving the national resources, the Government naturally pauses before encouraging fresh works." As regards capital outlay, we find that the total amount of capital which, on the 31st of March last had been advanced for expenditure on the guaranteed railways was £91,686,025, of which £1,556,440 was expended during the past official year. The outlay in England for stores and materials was £822,994; in India, for construction purposes, £679,446. The expenditure on the State lines is brought down only to the 31st of December, 1872. It had then amounted to £3,492,323, of which £708,827 had been expended in England. A sum of £3,371,213 had been advanced or appropriated to the various undertakings, leaving £121,105 out of the amount expended in this country on stores, &c., to be appropriated in India. The amount appropriated to the State lines during the year 1872 was £1,558,836. The whole capital expenditure on railways in India thus accounted for (which is exclusive of the land for the guaranteed lines and the loss of exchange borne by Government) is in round numbers £94,500,000. Attention is drawn to the allegation, the truth of which is not denied, that railways in India have cost a great deal more than was expected and more than they will cost in future. The guarantee system, which should only be applied in exceptional circumstances on grounds of necessity, is not admitted to be the cause, and after investing the capital expenditure of the East Indian Railway, the most important and costly of the lines, the following conclusions are arrived at:—"An analysis of the cost of the East Indian Railway main line, the average of which was £21,100 per mile, shows that a great part of the outlay arose from causes which were unavoidable and of an extraordinary character, such as the mutiny (which, directly and indirectly, is estimated to have added £3,000,000 to the capital outlay), the Southal rebellion, the plan of commencing operations at various parts of the line simultaneously, and the great difficulty consequent thereon of transporting materials by the road or river. The stupendous bridges and the large extent of flood openings, the length of double way constructed, as well as the general firm

and substantial character of the works and the heavy rails and materials used, account also for the rest of the outlay upon what is often erroneously regarded as a single line. Deducting the exceptional expense above described, which cannot be taken at less than £4,000,000, the cost per mile of single line would amount to \$12,250. A comparison between the circumstances of India now and 20 years ago, the greater knowledge and experience which have been gained in the interval, and the practice at present in vogue of carrying out railway works on a light system, will help to explain the difference between the cost of the lines originally undertaken and those now being executed. The recent examples of the Wudwan and Patree branches in Western India encourage the expectation that in districts tolerably easy for railway operations, even with the 5 ft. 6 in. gauge, single lines may be constructed at a cost of from £6,000 to £3,500 a mile." The revenue derived from the railways during the past year was slightly in excess of the previous year, but the increase is not sufficient to reduce by any appreciable amount the difference between the net earnings and the sum paid for guaranteed interest, which is this year of course, greater than last year. In 1872 the revenue was £2,869,223. In 1871 it was \$2,686,250. In 1872 the gross receipts were £6,351,617, and the expenditure amounted to £3,482,394. In the previous year the gross receipts were £6,146,130, and the expenditure £3,459,870. The passenger and miscellaneous receipts in 1872 were \$2,387,003, compared with £2,120,821 in 1871. The goods receipts were £3,964,614 in 1872, and £4,025,309 in 1871. The guaranteed interest advanced by the Government during the year 1872 amounted to £4,600,883, so that a sum of £1,734,090 had to be charged upon the revenues of the country. Last year there was a similar charge of £1,740,720. "Although," says Mr. Danvers, "such a result was expected at the commencement of the year, it is no less to be deplored. But it should be borne in mind that some of the guaranteed capital has been raised for and expended upon lines which are not completed or open for traffic. A sum of £6,000,000 may in this way be regarded as unremunerative, so that about £300,000 may be properly deducted from the deficit when it is referred to as illustrating the deficiencies of the present railway system. The last few years are not, it is hoped, a fair criterion of the future. The fluctuations of trade will, no doubt, always produce corresponding effects upon the traffic, but a gradual development is taking place, which will become more rapid as new roads and feeders are made to the existing lines, and new districts are thus opened to the advantages of railway communication." The passenger traffic last year produced £2,085,940, as compared with £1,941,571 in the previous year. The difference of £144,369 was principally made up by the increase in the receipts from third and fourth class passengers which amounted to £91,385. These classes contributed £1,496,610, or 77 per cent of the whole. The number of passengers increased from 18,940,585 to 20,332,823. The first and second classes declined. The third class rose from 14,113,426 to 15,126,824, and the fourth, or coolie class, from 3,516,549 to 3,911,429. The increase in numbers, which took place chiefly on the East Indian, the Madras, and the Bombay, Baroda, and Central India Railways, has partly been produced by a reduction in fares, which has not yet had time to yield a corresponding increase in the receipts. The third and fourth classes constituted 98.63 per cent of the whole number. The receipts per mile in 1872 were £400, compared with £394 of the previous year. The receipts from the goods and mineral traffic were last year £3,964,614, compared with £4,022,615 in 1871, showing a decline of £58,000. A large amount of tonnage was, however, carried, 2,929,637 tons having been conveyed in 1872, compared with 2,615,966 in 1871. The falling off in receipts occurred on the Great Indian Peninsula Railway, which shows a decline of £156,000 in receipts and 82,143 tons in weight. In cotton and grain alone

there was a falling off of 85,500 and 24,000 tons respectively. The number of trains run was 155,594, compared with 131,360 of the previous year. The train mileage was 14,543,862, compared with 14,080,064. The train mileage receipts averaged 8.63s, being just about the same as last year. The highest receipts per train mile were on the Bombay, Baroda, and Central India Railway, where they amounted to 12.51s. The mileage receipts on the Eastern Bengal were 99.0s., and on the East India, 9.33s. The lowest were on the Calcutta and South-Eastern, being 4.9s. Turning to the expenses it will be seen that the total expenditure for maintaining and working the railways was £3,328,644 in 1872, compared with £3,251,725 in 1871. On the Indus Flotilla it was £53,034 in 1872, compared with £50,325 in the previous year. The expenses per train mile were the same in both years—viz., 4.50s. The proportion of working expenses to gross receipts was on the average 52 per cent. This varied, however, considerably on the different lines. On the East Indian Main Line the expenses were only 41 per cent of the gross receipts; on the Great Indian Peninsula 60, on the Scinde, Punjab, and Delhi, 86. After alluding to the effect upon the traffic of certain reductions which had been made in the rates, and to the probability of the immediate loss being soon converted into a gain, Mr. Danvers explains the principle upon which he thinks a tariff should be settled. "A suitable scale of railway charges depends," he says, "upon various circumstances, but principally upon the cost of production—i. e., of conveyance. There must necessarily be a margin between such cost and the sum paid by the customer, but it by no means follows that the greater the difference the more will be the aggregate profit. In a country like India, especially, where the population is large and poor, it would be unwise to attempt to impose such rates for the conveyance of passengers as would remove the power of traveling from the great majority of the people. The true policy would seem to be to fix a rate, which, while leaving a margin for profit on the cost of conveyance, would tempt the largest number to travel. If this is the correct view, it can well be understood how, as is often asserted, the interests of railways and of the community coincide. The same remarks will apply to charges for goods, and often with greater force, as, for example, in those cases where water carriage can compete with the railway, and where large tracts of land are kept out of cultivation, or mineral districts are unworked, in consequence of the cost of conveyance to a market raising the price of commodities beyond the consumer's means. Allowance must, of course, be made for variability of trade, as the average cost of conveyance will in some measure be regulated by the amount carried; but this may be covered in the long run by a moderate margin. The first point to be ascertained, therefore, is what is the cost of conveyance; and this can be arrived at only after a careful examination of the working expenses of a line for a sufficient period to cover different seasons and to include those influences on traffic which would enable a fair average to be taken. A suitable tariff," he adds, "however important, is by no means all that is required to insure success in railway enterprise. There is no commercial undertaking which requires more careful study and more intelligent and energetic management than a railway."

General B. H. Bristow, of Kentucky, has resigned the presidency of the California and Texas Railroad Construction Company, which is now building the Texas Pacific Railway, and is succeeded in that position by John McManus, of Reading Pa.

The track is laid on about sixteen miles of the Ware River Railroad extension; and two gangs of track layers are speeding the work, which is to be done, if possible, by the first of December.

The Indianapolis Belt Railway company are constructing a double track road entirely around the city of Indianapolis, for transferring through freight between roads terminating there. The *Telegrapher* says that all the railroads centering at Indianapolis, are fully committed to the enterprise, and the project is very heartily endorsed by the citizens generally, and will, no doubt, prove a success.

It is stated that the Central Vermont Railroad Company have accepted the resignation of Gyles Merrill as General Superintendent of the Central and connecting roads, and that John W. Hobart, General Freight Agent and Master of Transportation, has been appointed in his place.

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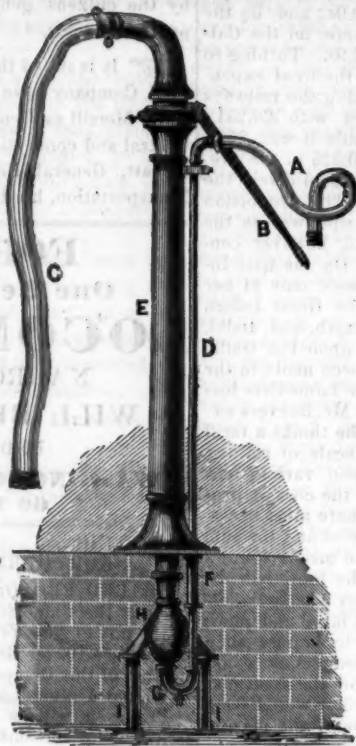
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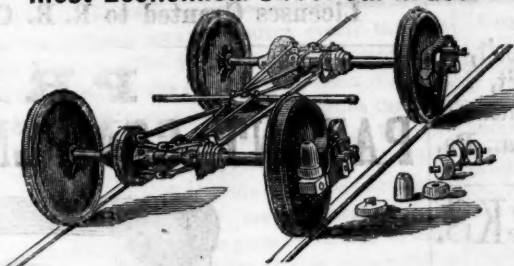
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June 16, 1868.



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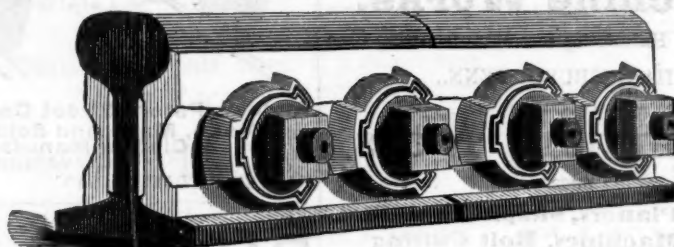
August 23, 1870.

Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, over which the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut. Severely tested for over four years, they have never failed, and are now in use on over fifty Railroads, giving perfect satisfaction. We solicit a trial anywhere.

Licenses Granted to R. R. Companies, Car Builders and others.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.
That it can be applied in repairing and relaying with the least trouble and delay.
That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.